REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,555.—New Series. BOMBAY:—SATURDAY, APRIL 26, 1873. Subscription in Advance. { For a Year.....Rs. 42 } Including For Six Months..Rs. 24 } Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

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TERMS FOR ADVERTISEMENTS.

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Domestic Occurrences: Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ASSYRIA, 1,494 Tons, 200 H.P., Commander E. H. Howell, R.N.R., will be despatched on SATURDAY, the 3rd May 1873, at 5 P.M.

May 1873.		May 1873.
Leave BOMBAY 3	Leave Alleppy	9
,, Ratnagherry 4	,, Tuticorin	11
,, Vingorla 4	,, Colombo	12
,, Carwar 5	,, Galle	13
,, Goa 6	,, Nagapatam	15
,, Mangalore 6	,, Madras	18
,, Cannanore 7	,, Coconada	20
,, Tellicherry 7	,, Visagapatam	21
,, Badagherry 7	,, Bimlipatam	21
,, Calicut 8	,, Gopaulpore	22
,, Beypore 8	,, False Point	23
,, Cochin 9	Arrive CALCUTTA	25

Cargo for Straspore and China can be booked by the Steamers on this line hence or from any intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut or Beypore and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, via KURRACHEE.

Interchanging Cargo and Passengers at Busreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

The s.s. CASHMERE, 1,082 Tons, 200 H.P., Commander T. Sanders, will be despatched on FRIDAY, the 9th May 1873, at 2 P.M.

May 1873.		May 1873.
Leave BOMBAY 9	Leave BUSREH	28
,, Kurrachee 13	,, Fao	28
,, Guadur 14	,, Bushire	30
,, Muscat 15	,, Bahrein	June 1
,, Bunder Abbas 18	,, Linga	June 2
,, Linga 20	,, Bunder Abbas	3
,, Bushire 22	,, Muscat	5
,, Kuwet 24	,, Guadur	7
,, Fao 24	,, Kurrachee	10
Arrive BUSREH 25	Arrive BOMBAY	13

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 516 Tons, 120 H.P., Commander R. Hendersons, will be despatched on FRIDAY, the 2nd May 1873, at 2 P.M. dock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

THE Fine S.S. HIDALGO, 1,500 Tons, will leave about the 28th April. She has excellent accommodation amidships for First-class Passengers only, with Saloon on Upper Deck, and carries a Surgeon and Stewardess.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board :—

TO LIVERPOOL ..... Rs. 500

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

W. NICOL & Co., Agents.

To be followed by the "Xantho."

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY on the 24th, on the 1st of each month.

PASSENGER RATES.

Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
Aden	£22	£15	£4
Suez	36	22	8
Port Said	38	24	9
Alexandria	35	23	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles (transhipment at Genoa)	52	35	14-10

Including Wines, Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.

PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

VIA THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

KHEDIVE	3,727 Tons	600 H.P., on 14th April.
DECCAN	3,128 ,,	600 ,, on 28th ,,
INDUS	3,478 ,,	500 ,, on 12th May.

FARE.

First Class	Rs. 460
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 Rampart Row, 8th April 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,
6, CHURCH LANE, BOMBAY,
EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission.

Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.

HENRY S. KING & Co., 65 Cornhill, and 45 Pall Mall.

SOUTHAMPTON. LIVERPOOL.

KING, SEYMOUR & Co. KING, BAILLIE & Co.

CALCUTTA.

KING, HAMILTON & Co.

DINNEFORD'S FLUID MAGNESIA, The best remedy for ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION, and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for regular use in Warm Climates.

DINNEFORD & CO., CHEMISTS, LONDON,

And of Druggists and Storekeepers throughout the world.

N.B.—Ask for Dinneford's Magnesia, and see Dinneford's Trade Mark, Frictions Gloves and Belts.

Agents—TREACHER & Co., Bombay, Byculla, and Poona.

SHIPPING.

VIA SUEZ CANAL.

On Monday, the 28th April, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s S. S. DECCAN, (3,128 tons, and 600 H.P.), Captain W. Soames, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Venice, Marseilles, Southampton, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 5th May, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. MASSILIA, (1,640 tons and 400 H.P.,) Captain C. Anderson, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta,

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 2nd May.

GEORGE F. HENRY, Superintendent.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To be despatched hence about 10th May.)

THE Steam Ship STRATHCLYDE, 1,400 Nett Registered Tons, expressly built for the East India and China Trade. This fine Steamer has extensive First Class Passenger accommodation of an unusually superior description.

Rates of Passage are :—

FIRST CLASS TO LIVERPOOL	£50
SECOND ,, SUEZ	£30
FIRST ,, SUEZ	£30

Exclusive of Wines, &c., which however can be procured on board.

For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 4th April 1873.

SALES BY AUCTION.

MEHRJEE, JOHNSTON, & Co., No. 28, APOLLO STREET.

AUCTION SALE OF VALUABLE GROUND, &c., AT NAIGAUM.

On SATURDAY, the 3rd day of May, 1873, at 4 P.M., Messrs. MEHRJEE, JOHNSTON and Co. will sell by Public Auction, on the premises, by order of the Official Assignee, with the consent of the Mortgagee Thacker Munjee Nursee, and the Rt. Honorable Cowasjee, an Insolvent, whole of his right, title and interest in the following piece of ground, &c.

All that piece or parcel of Ticket land or ground situate at or near Naigaum, containing by admeasurement 5,786 square yards be the same little more or less and bounded on the east by the Vineyard ground of Messrs. Sunnerdas, on the west by the public road leading from Bombay to Sivri, on the north by the property of Muncherjee Rustomjee Bottlewalla, and on the south by the property of Bai Jasjee.

For further particulars and conditions of sale apply at the Office of the Official Assignee, High Court, or to the undersigned.

MEHRJEE, JOHNSTON & Co.

Bombay, 26th April 1873.

CRAWFORD AND COMPANY, 3, MARINE STREET, BOMBAY.

USUAL AUCTION SALE.

On MONDAY next, the 28th instant, at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at their Rooms.

10 cases Grey Dhoties.
5 ,, Prints.
10 bales Grey Shirtings, 7 lbs. 39 inches.
30 cases T. Red Cambrics.

On account of the concerned—

50 casks Cork.
25 cases ,,

To close an account—

20 dozens Wanchope, Moodie and Hope Sherry.
20 ,, M. P. Gumareans and Sons' Sherry.
8 ,, A. H. Browning's Champagne.

Sample bottles can be obtained on application.

LINDLEY AND WARREN'S PHOTOGRAPHIC KIT AND FURNITURE AND VALUABLE MASONIC JEWELLERY.

On TUESDAY, the 29th instant, sale commencing at 4 ,,

at the premises of Messrs. Lindley and Warren in Apollo and Forbes Street, all the Photographic Kit, negatives, studio and reception-room fittings, &c., and a valuable lot of masonic jewellery, pertaining to that wellknown Photographic Establishment, comprising about 7,000 or 8,000 negatives of views of places of note all over the Bombay Presidency, several portrait negatives, a number of photographic lenses of the best description, of which the following may be specified :—one by Ross for portraits 14 by 12, one ditto for views, 14 by 12, a Vogtlander ditto for portraits 10 by 8, a ditto for ditto 7 by 5, and one two latter fit into one ring. A Ross' orthoscopic lens for 12 by 10 groups and views, a Grabb's carte de visite lens, a pair of stereoscopic lenses by Ross (instantaneous) and camera and box, two lenses, four of Ross' lenses and cameras for postage stamp portraits, a solar camera for enlargement, also a fine selection of masonic jewellery, such as Past master's presentation jewels, red cross knight jewels, ark mariner's ditto, red cross patels, knights of Malta crosses, &c., also English-made furniture, such as easy and reclining chairs, very comfortable, blackwood round table and chairs and pier tables, cupboards, tables, glass cases, &c., &c.

The above is now on view.

AUCTION SALE OF THE STEAM SHIP SIR J. R. CARNAC.

On SATURDAY next, the 3rd proximo, at 3 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms, to close partnership account the Steam-ship Sir J. R. Carnac of the burthen of 161 tons, and of 40 Horse Power together with her masts, sails, and appurtenances complete, as may be lying in the Bombay Harbour at the day of sale.

SALE OF BATTY FIELDS AND HILLY GROUND AT SEWREE.

On TUESDAY, the 6th May, at 1 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, without reserve, on the premises, by order of the Trustees to the Estate of Messrs. P. and D. F. Cama and Co. several lots of batty fields and hilly ground at Chinchpoogly.

Full particulars whereof will shortly appear.

FOR SALE ON COMMISSION.

A few Barrels fresh Belfast Ham in first-rate condition.

CRAWFORD & Co

Bombay, 26th April 1873.

PETRIFYING SILICATE PAINTS, FOR HOUSE, SHIP, AND GENERAL USE. Manufactured by the SILICATE PAINT COMPANY, LIVERPOOL.

In all Colours, have no chemical action on Iron or other Metals, will stand any degree of heat without blistering, 1 cwt. is equal in bulk and will do the work of 2 cwt. lead Paints. See Article in "Engineering," 26th January 1872.

DAMP WALLS, CHURCHES, &c.,

Cured by the Petrifying liquid, at a cost of 2d. to 3d. per square yard. See Article in "Builder," 9th March, 1872. For Particulars and Testimonials, apply to the SILICATE PAINT COMPANY, Liverpool.

WHITMORE'S COMPOUND LINIMENT, or ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Throat in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct with Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent] Street, London.

Bombay :

Wholesale and Retail Agents. Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies.

BEAUTIFUL HAIR

can only be obtained by the use of Rowlands' Macassar Oil. It prevents the Hair falling off or turning grey, strengthens weak hair, causes it to grow on bald places, and makes it beautifully soft, pliable and glossy. Price 3s. 6d., 7s., 10s. 6d. equal to four small, and 21s. per bottle.

IMPORTANT CAUTION.

Ask for Rowlands' Macassar Oil, and avoid all other cheap articles under the same or similar names as spurious imitations. Each bottle has a Glass Stopper instead of the Cork as formerly. All with the Cork are Spurious Imitations. This notice is deemed necessary, as the Proprietors have received intimation that a large quantity of Counterfeit, of the most pernicious quality, has lately been sent from France and Germany to India, South America and the Colonies under their names.

A BEAUTIFUL COMPLEXION

is obtained by the use of Rowlands' Kalydor, which allays all irritation and tenderness of the skin, removes cutaneous disfigurements, freckles and tan, and imparts a healthy and bloom ing appearance to the complexion and skin. During the heat and dust of Summer especially, and in cases of Sunburn and STINGS of INSECTS it is of the utmost use. Price 4s. 6d. and 8s. 6d. per bottle. Ask for "Rowlands' Kalydor," and see that their signature is a red ink on every bottle, as theirs is the only genuine.

WHITE AND SOUND TEETH

are indispensable to personal attraction, and to health and longevity by the proper mastication of food. Rowlands' Odonto, or Pearl Dentifrice, preserves and imparts a pearl-like whiteness to the teeth, eradicates tartar and spots of incipient decay, strengthens the gums, and gives a pleasing fragrance to the breath. Price 2s. 9d. per box. Ask for "Rowlands' Odonto," and see that their name is on the Government Stamp of every box.

ROWLANDS' ESSENCE OF TYRE

never fails to produce immediately a perfect change in Red or Grey Hair, Whiskers, Eyebrows, &c., to a beautiful glossy and permanent Brown or Black, which colour remains so durable that neither washing or perspiration can remove it. Price 4s., 7s. 6d., and 10s. 6d. per bottle.

All these articles have been used and justly appreciated by all the Sovereigns and Courts of Europe, the Pope of Rome, and the aristocracy of the world, during the last seventy years, being of inestimable value to those who have once used them. They are sold by all Chemists, Perfumers and Bazaars throughout India, the Colonies and South America.

A. ROWLAND & SONS,
HATTON GARDEN, LONDON, 20, PROPRIETORS.

NEW ADVERTISEMENTS.

MORLEY HALL, COLABA.

TO NIGHT!!!

MR. AND MRS. BENNEE,
ASSISTED BY
GENTLEMEN AMATEURS,
IN
THE HAPPY PAIR
AND DRAMA
ROBERT MACAIRE.

GRANT ROAD THEATRE.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.

TO-NIGHT, SATURDAY, 26TH APRIL, 1873.

LAST NIGHT BUT ONE OF
BUDROODEEN AND ABU HASAN,
TO BE FOLLOWED BY THE FAVOURITE OPERA,
INDUR SABHA.

Performance Commencing at 8-30 P.M.

THE DELHI AND LONDON BANK (Limited) grants LOANS and CASH CREDITS on approved PERSONAL and other SECURITIES on the usual Terms.

Loans on Personal Securities, repayable by Monthly Instalments, must be covered by a Life Policy.

For further particulars apply to the MANAGER at DELHI.

PRESS READER WANTED.—No one need apply who is not practically acquainted with Printing Work, and who cannot give testimonials as to steadiness of character.—Apply to the Manager, *Bombay Gazette*.

CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.—NOTICE is hereby given, that the COURT of DIRECTORS have DECLARED a DIVIDEND of TWO PER CENT., being Rs. 5 PER SHARE, (free of Income Tax) for the half year ended 31st December 1872; and that the same will be PAYABLE to the SHAREHOLDERS on the Bombay Register, on and after 9th May 1873. The TRANSFER BOOKS will be CLOSED from 29th instant to 9th proximo, both days inclusive.

ROBERT CAMPBELL, Agent.

NOTICE.—Re HENRY IVESON, Deceased. —Pursuant to Act XXVIII. of 1865 of the Legislative Council of India, entitled, "The Trustees' and Mortgagees' Powers Act 1865," NOTICE is hereby given, that ALL PERSONS, having Creditors of, or otherwise having Claims upon, or against, the ESTATE of HENRY IVESON, late of Blackbank, in the County of York, and of Stanhope Terrace, Hyde Park, in the County of Middlesex, in England, deceased, who died in England aforesaid, on the 5th day of January 1843, and Letters of Administration of whose personal Estate and Effects with a copy of the Probate of the last Will and Testament of the said deceased, issued out of the Prerogative Court of the Archbishop of Canterbury, in England, annexed, were on the 25th day of April 1873 granted by the High Court of Judicature at Bombay to HENRY RANDALL CORMACK, of Bombay, British Merchant, and one of the constituted Attorneys of Lancelot Iveson, the Executor named in the last Will and Testament and Codicil of JANET, otherwise JESSIE, IVESON, deceased, the Executrix named in the last Will and Testament of the said Henry Iveson, deceased, are hereby required, on or before the 25th day of May 1873, to send to Messrs. RIMINGTON, HORE and LANGLEY of Bombay, Proctors for the said Henry Randall Cormack, as such Administrator as aforesaid, the particulars of their claims upon or against the said Estate, and that at the expiration of such time the said Administrator will hand over the whole of the assets of the said deceased to the said Lancelot Iveson, as such Executor as aforesaid, having regard for the claims only of which he shall then have notice. All persons indebted to the said Estate or having property in the deceased in their hands are hereby required forthwith to pay or account for said debts or property to the said Administrator.—Dated this 25th day of April 1873.

RIMINGTON, HORE, and LANGLEY, Proctors.

NOTICE.

MORSON'S EFFECTUAL REMEDIES

Are sold by Chemists and Druggists throughout the World.

PEPSINE—The popular and professional medicine for indigestion is Morson's Pepsine, the active principle of the gastric juice. Sold in Powder, Lozenges, Globules; and as Wine in ½, ¼, and 1-pint Bottles.

CHLORODYNE is of such celebrity that it can scarcely be considered a specialty. Its composition is known to practitioners. Many of the Chlorodynes being unequal in strength, Morson & Son have prepared this. Sold in ¼ oz., ½ oz. and 1 oz. bottles.

GELATINE—The purest preparation is Morson's. Carefully packed and shipped. Orders made payable in

THOMAS MORSON & SON,
Medallists and Jurors at all the Great Exhibitions,
31, 33 & 124, SOUTHAMPTON ROW,
RUSSELL SQUARE, LONDON.
Works—Hornsey and Homerton.

PURE CHEMICALS AND NEW MEDICINES selected, and Shipping Orders executed with care and despatch.

NOTICES.

THE CONCERT inaugurating the GRAND ORGAN in the TOWN HALL, BOMBAY, (the gift of SIR ALBERT SASSOON, K.C.S.I.) will take place on TUESDAY next, the 29th instant, to commence at 6 o'clock.

Mr. Charles Fays, Organist of the Cathedral, Calcutta, will preside at the Organ, and Selections will also be played by Gentlemen Amateurs.

Tickets can be obtained of Messrs. THACKER, VINING, & Co., and Messrs. SOUNDY, BRESLAUER, & Co. Price Rs. 3 and Rs. 2 each.

FRENCH MEDICINES,
PREPARED BY
GRIMAULT & CO.,
PHARMACEUTICAL CHEMISTS,
8, RUE VIVIENNE, PARIS.

OF all the MEDICINES offered to the PUBLIC for many years past, none have met with such favourable reception, or been so generally approved by the Medical Profession, as those prepared by Messrs. Grimault and Co.

The model laboratories of this firm, situated at Neuilly-sur-Seine, and managed by Dr. Leconte, Professor in the Faculty of Medicine, ex-Pharmacist of the Hospitals of Paris, and formerly Assistant to Dr. Claude Bernard, Professor of Physiology at the College of France, offer guarantees to be found in no other establishment.

Among these preparations we may especially mention—

LERAS'
LIQUID PHOSPHATE OF IRON.

It contains the constitutive elements of the bones and of the blood, and is the only rational and healthful tonic. It may be prescribed for the most delicate young females whose development has been retarded; for women suffering from stomach complaints, anæmia; for young and sickly children deprived of appetite; and as its principal action is to restore to impoverished blood the iron in which it is deficient, and to the bones the phosphate that forms their base, it is recommended for debilitated persons, whether they proceed from disease or from any other cause. Its use is always attended with surprising results.

GRIMAULT AND CO.'S
SYRUP OF HYPOPHOSPHATE OF LIME.

An excellent remedy for all affections of the chest; it relieves coughs, efficaciously prevents nocturnal perspirations, and restores the patient's strength. This syrup is the only one which, ever since 1857, has invariably been attended with satisfactory results—a fact due to the purity of the hypophosphite employed. Be sure to observe that it bears the signature Grimault and Co.

The effect of the Syrup of Hypophosphite of Lime is increased by the Pectoral Lozenges of Lactucarium and Cherry Laurel, prepared by Grimault & Co.

This delicious Comfit, containing the most soothing substances of all the Materia Medica is employed with success against Cough, Influenza, Bronchitis, Whooping Cough, &c.

GRIMAULT AND CO.'S
IODIZED SYRUP OF HORSE RADISH.

Considered the best substitute for Cod-liver Oil. It has been ascertained by experiments made in the principal Hospitals of Paris that this syrup has always produced results superior to those obtained from the above-mentioned Oil, which patients find so disagreeable to take.

Not a single instance can be adduced in which pale, lymphatic children, subject to swelling of the glands, to eruption of the skin, of the head or the face, or other inconveniences of a weak constitution, who have taken this syrup without deriving signal benefit from its use.

GRIMAULT AND CO.'S
PEPSINE,
DIGESTIVE POWDERS, ELIXIR AND WINE.

Pepsine is one of the most recent scientific discoveries in the apeutics. Acting chiefly on the organs of digestion, it possesses the property of effecting digestion, by its innate virtues. It removes all the inconveniences of difficult digestion and even prevents the nausea to which pregnant women are liable.

Grimault's Pepsine made at the Collège of France by Dr. Leconte, in conjunction with Professor Claude Bernard, must secure the preference for our preparations of pepsine.

GRIMAULT AND CO.'S
MATICO,
CAPSULES AND LIQUID.

Composed of the essence extracted from the plant so called, they have been considered by the faculty with the most brilliant success in certain class of contagious diseases.

They combine extraordinary efficacy with the advantage of never causing nausea, eructations, or pains in the stomach, as the gelatinous capsules which contain Balsam of Cobahu in a liquid state; or the strictures that result from the use of injections having a metallic basis.

ASTHMA. ASTHMA.
GRIMAULT AND CO.'S
INDIAN CIGARETTES OF CANNABIS INDICA.

All the means hitherto employed to relieve Asthma have been only palliatives in varied forms, based on belladonna, stramonium, nicotians, or opium. Recent experiments made in the Paris Hospitals have proved that our Cigarettes made of the extract of Indian Hemp possess remarkable virtues against this complaint, as well as against nervous coughs, chronic laryngitis, hoarseness, loss of voice, facial neuralgia, and insomnia.

GRIMAULT AND CO.'S
GUARANA.

A single powder of this vegetable production is sufficient to cure instantly the most violent sick headache. It is the most valuable remedy against diarrhœa, dysentery, and all disorders proceeding from derangement of the stomach or bowels. This powder is also recommended for all fatigues, and far more efficacious than opium or sub-nitrate of bismuth.

This powder has been most favourably noticed by Samuel Wilks, M.D., F.R.C.P., Physician to Guy's Hospital, in a recent article in the British Medical Journal.

AGENTS :

BATHGATE & Co.	Calcutta.
BARRIE & Co.	Madras.
TREACHER & Co.	Bombay.

SPECIAL KIT FOR OVERLAND PASSENGERS AND TRAVELLERS

READY FOR IMMEDIATE USE.

	Rs. a.	Rs. a.
Deck Suits		17 0
Overland do.		27 0
Warm do.		35 0
Overcoats or Inverness Capes	30 0 to 45 0	
Sleeping Suits	6 8 to 17 8	
Dressing Gowns	10 0 to 23 0	
Pyjamas	½ doz.	16 8
Oxford Shirts	,,	36 0
White do.	,,	22 8
Best Printed	,,	22 8
Best Flannel	,,	49 0
Silk and Wool	,,	52 0
Under Vests	,,	14 0 to 31 0
Do. Pants	,,	26 0 to 31 0
Towels	,,	4 12
Pillow Cases	Each	1 8
Sheets	Per pair	9 8
Cardigan Jackets		9 8
Bathing Drawers		2 0

	Rs. a.	Rs. a.
Rail Portmanteaux		12 8
Do. or Overland Trunks		to 28 0
Best Solid Leather		52 0
Extra Size do.		75 0
Black Hide Hand Bags	11 8 to 24 0	
Cash Bags		6 12
Courier Bags		6 8
Money Belts		3 8
Sovereign Boxes		4 0
Solid Linen Bags		4 12
Sponge Bags		2 0
Sponges (large)		3 8
Hat Brushes		1 0
Air Pillows		6 0
Travelling Pillows		2 0
Rug Straps		2 0
Lock Straps		5 0
Waterproof Coats		15 0
Travelling Caps		3 8

	Rs. a.
Warm Gloves	2 4
Do. Mitts	1 12
Do. Mufflers	2 0
Gent's Scarfs Knott, or for Pin	1 0 to 3 8
Paper Collars ..... Doz.	1 0
Linen do. ,,	6 0
Cotton Socks ,,	9 8
Warm Merino ,,	15 8
Cambric Handkerchiefs	5 0 to 18 0
Umbrellas with Covers	9 0 to 13 8
Overland Chairs, best Beech	9 0 to 15 0
Long Rugs, or Scotch Mauds	to 30 0
Blankets ..... Each	11 8

ASQUITH AND COMPANY,
23 & 24, APOLLO STREET, BOMBAY.

SOUNDY, BRESLAUER & CO.,
MUSIC SALOONS,
ESTABLISHED, 1864.

PIANOFORTES FOR SALE OR HIRE.

Instruments tuned, repaired, or taken in exchange.

HARMONIUMS FROM THE BEST MAKERS.

MILITARY BAND INSTRUMENTS.

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EVERY DESCRIPTION OF MUSICAL INSTRUMENTS.

NEW SHEET MUSIC.

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New Music by every Mail.

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OLEOGRAPHS, CHROMOLITHOGRAPHS, ENGRAVINGS.

THE LARGEST STOCK IN INDIAN TO SELECT FROM

PICTURES MOUNTED AND FRAMED TO ORDER IN EVERY STYLE.

PHOTOGRAPHS OF INDIAN SCENERY.

SACHE'S PHOTOGRAPHS are now admitted to be the best executed and the best chosen subjects in India, and the largest and cheapest yet produced.

Size 12 by 10—Price Rs. 1½ each.

MR. SACHE HAS JUST COMPLETED A

NEW SERIES OF BOMBAY VIEWS.

GUNS, RIFLES, AND REVOLVERS.

AS DIFFERENT MAKERS EXCEL IN SPECIAL CLASSES OF WEAPONS, WE DO NOT CONFINE OUR IMPORTATIONS TO ONE MANUFACTURER'S GOODS ONLY. WE ARE HOWEVER SOLE APPOINTED AGENTS FOR

LINCOLN JEFFERIES OF BIRMINGHAM; AND E. LEFAUCHEUX, PARIS.

LOCK STITCH SEWING MACHINES.

THE celebrated LITTLE WANZER, complete with all necessary fittings to work by hand without stand Rs. 60.

The same complete with Stand, to work by hand or foot, Rs. 75 nett cash.

THE WHEELER & WILSON NOISELESS SEWING MACHINE on stand with Cover to Machine, complete with all fittings, silver plated Rs. 125.

We are specially appointed Agents for these two kinds.

PATENT DOMESTIC FREEZING APPARATUS.

OR "CARRIES" PATENT ICE-MAKING MACHINES.

The only Genuine, as we are Sole appointed Agents for the Manufacturers.

BEING direct Importers and having no London agency charges to add, we are enabled to sell at a lower rate than any other house in India.

Large size to make 5 pounds of Ice, at each operation, with stove and everything complete ..... Rs. 210

Smaller size to make 2½ pounds of Ice, complete ..... Rs. 147

We have just received a Consignment of the larger size Machines of an IMPROVED KIND, the Boiler being made in one piece, without any join or seam whatever. This class of Machine cannot be had of any other Firm in India.

Nett Price complete as above ..... Rs. 250

*** This is the price usually charged by other Firms for any apparatus.

SOUNDY, BRESLAUER & CO.,
GENERAL IMPORTERS AND AGENTS,
BOMBAY.

NOTICES.

ALWAYS ON HAND,
AT
P. GRANT AND SON'S,
2, RAMPART ROW,
SADDLERY AND HARNESS
OF EVERY DESCRIPTION,
WHIPS SPURS,
AND
MILITARY ACCOUTREMENTS.

G. NICOLL & CO.,
SADDLERS AND HARNESS MAKERS,
30, MEADOW STREET,
BOMBAY,
AND EAST STREET, POONA.

SADDLERY AND HARNESS OF EVERY DESCRIPTION ALWAYS ON HAND.

Orders immediately attended to.

N.B.—HARNESS AND SADDLERY REPAIRS CAREFULLY AND PROMPTLY EXECUTED.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

SMALL COAL FOR SALE.—SUITABLE for BRICK and LIME BURNING or SMITHS' and ENGINE FIRES. Apply to the AGENT of the NERBUDDA COAL AND IRON COMPANY, Limited, Gadawarra.

4th April 1873.

LAFOND BROTHERS.

CARRIAGES AND HORSES KEPT ON CO

COMMERCIAL INTELLIGENCE.

FRIDAY, 25TH APRIL 1873.

EXCHANGE on London has hardly altered during the day, and what little alteration there has been, is still in favour of sellers. The rates close steady.

In Government Securities there has not been any transactions of any special amount, and our quotations remain unchanged.

Bank Bills, 6 months' sight.....1s. 11½d. to 9/32d.
Credit Bills, do. .....1s. 11 7/16d. to 1s. 11 15/32d.
Documents, do. .....1s. 11¼d.
Bank Bills, 3 months' sight.....1s. 11 to 1s. 11 1/16d.
Credit, do. .....1s. 11 3/16d. to 1s. 11 7/32d.
Documents, do. .....1s. 11¼d.
Bank Bills, demand .....1s. 10⅞d.

On Calcutta Bank Bills, 60 days' sight. 99⅞
Do. demand..... 100 1/16 to 100⅛ discount.

On Madras, 30 days' sight ..... 99½ nominal.
Do, demand..... 100

On China House Bills, 60 days' sight. 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent. ... ... 110½ to ¾
Four & half per cent. ... ...104½ to 104¾
Four per cent. 102½
Four & half per cent. (Public Works Loan) ...106
Five per cent. Debenture Loan, 1866-67 ... ...103½
15 years' Debenture Loans 109½
10 years' do. do. 105
5 years do. do. 103
Six per cent. Municipal Loan House Rate ...112
Do. Market Rate 112
New French Loan 5 per cent. fully paid up of 1871 and 1872.....92
New French Loan instalment paper of 1872 94
Paris Municipal Loan (Debenture Rs. 117) per Bond.....115.

Rates of discount at New Bank of Bombay—
Loans on Government Paper on demand ..... 4½ per cent.
Fixed Loans on do. to 3 months' ..... 5½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. on Merchandize ..... 7½ ,,
Cash Credit do. to 3 months' ..... 6½ ,,
Do. do. over 3 do. ..... 6½ ,,
Do. do. ..... 7½ ,,
Bank Bills ..... 6½ ,,
Mercantile Paper ..... 8½ ,,

PRICES OF BULLION, &c.

Sovereigns, each ... ...Rs. 10-8-6 to 10-9
Carolas 220
Mexican Dollars 222
Five-France Pieces 221½
Bar Silver... ... ... 107½ to 107¾
Gold Leaf 16-12
Bar Gold 10 oz. English 100 touch 16-14
Australian Gold ... ... 100 touch 16-13

FREIGHT REPORT.

THURSDAY EVENING.

FREIGHTS both by Steamer and Sail have been steady to-day at yesterday's quotations; the demand for ready steam tonnage has slackened, and we quote £2-17-6 to £2-18-9 weak, but for "May" loading the "Killarney" engaged a full cargo at £3-0-0 usual concession in rates for broken stowage.—By Sail we quote £2-15-0.

London .. {Cotton ..... / Cases ..... / Seeds ..... } No ships.
Liverpool {Iron ships Cotton ..... £2 15s. 0d. to £2 16s. 3d. / Wooden Ships ,, ... £2 12s. 6d. to £2 15s. 0d. / Myrabollams ..... £2 2s. 6d. / Coir bills ..... £0 17s. 6d. / Seeds ..... £2 2s. 6d. nominal.
Havre ... {Cotton..... / Coffee..... } £3 0s. 0d. nom.
Overland Steamers—
Venice ..... £3 5s. 0d.
Trieste ..... £3 7s. 6d.
Liverpool ..... £3 0s. 0d.
Havre ..... £3 5s. 0d.
Liverpool via Suez Canal ..... £2 18s. 9d. to £3 0s. 0d.
China .. {Steamer Cotton ..... Rs. 6 per bale. / Opium ..... Rs. 25 to 30 per chest. / Sailing Ships ..... Rs. 6 per bale nominal.
Calcutta ...Salt ..... Rs. 5 per ton.
Calcutta to Bombay..... {s.s. Rs. 15 p. ton ; ship Rs. 14½ / p. ton and Calcutta Port charges.
Mauritius ..... Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

The business done yesterday has, in consequence of the refusal of the dealers to buy at our quotations, been very small, and prices show no quotable change. There is, however, a good demand for 40 inch 8¼ lbs. Shirtings, in which the bulk of the business consists. For other descriptions of Grey Goods the demand continues very slow, and prices rule in favour of buyers. The following sales are reported to have been made by European firms yesterday :—

2,500 pieces Grey Shirtings 40 in. 39 yds. 8¼ lbs. at Rs. 5 12 6
1,000 ,, ,, ,, fine 40 ,, 39 ,, 8¼ ,, at ,, 5 14 9
1,000 ,, ,, ,, 45 ,, 39 ,, 9 ,, at ,, 6 6 0

COTTON.

The market has been quiet, and a decline of Rs. 1 to Rs. 2 per candy has taken place in Oomrawuttee and Akote. There was, however, an active demand at reduced rates. The following are our closing quotations :—

New Oomrawuttee (Ready) .....at Rs. 194 to Rs. 198
,, Akote ,, ,, ...at ,, 205 to ,, 207
,, Broach M.G. ,, ,, ...at ,, 230 to ,, 240
,, Hingunghaut ,, ,, ...at ,, 225 to ,, 232
,, Dholleria ,, ,, ...at ,, 202 to ,, 203

The following purchases are reported to have been made by European firms yesterday :—

50 candies New Veraval Ready .....at Rs. 178
25 ,, ,, Broach M.G. ,,W.S .....at ,, 225
50 ,, ,, ,, ...at ,, 232½
50 ,, ,, ,, ...at ,, 240
100 ,, ,, ,, ...at ,, 242½
50 ,, ,, Bhownuggur ,, ...at ,, 206½
25 ,, ,, ,, ...at ,, 204
25 ,, ,, ,, ...at ,, 205
50 ,, ,, Mowa ,, ...at ,, 207½
25 ,, ,, Morbee ,, ...at ,, 190
25 ,, ,, ,, ...at ,, 199
25 ,, ,, Jodia ,, ...at ,, 184
25 ,, ,, Porebunder ,, ...at ,, 192
25 ,, ,, Ahmedabad ,,M.G. .....at ,, 232
50 ,, ,, Agra ,, ...at ,, 143
25 ,, ,, Cutch ,, ...at ,, 193
125 ,, ,, Oomrawuttee ,,F.P.B. ...at ,, 198-202
200 ,, ,, Khandwah ,, ,, ...at ,, 202
100 ,, ,, Wadwan ,, ...at ,, 195

BOMBAY BILL AND STOCK LIST.

FRIDAY AFTERNOON.

MARKET firm for Bank of Bombay shares. Spinning shares steady. Fort, Bombay and Framjee Press dull, declining.

BANKS.

No. of Shares	Nominal value ₹ sh.	Paid up.	Last dividend.	Names.	Cash Rates per share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank.....	85
22,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New ...	755
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	235
9,350	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of I. L. & China	250
40,000	281½	all	12 pct.	Hong. & Shanghai Bank.	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C	120
17,080	250	125	3 p.ct.	National Bank of India..	119
12,000	250	all	12 do.	Oriental Bank	460

RAILWAY COMPANIES.

.....	£20	218-3·0	p.c.	G. I. P. Railway Consolidated Stock	233
.....	£20	109·1·5	do.	Do. New £20 Shares	126
.....	£20	13·10·2	do.	Ditto	
.....	£100	1,000	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	196·5·1	do.	Do. New Shares	215

LAND COMPANIES.

4,000	3,000	all	Rs. 77	Colaba Land Co.....	1,450
2,000	150	all	Nil.	Frere Land & Pier Co. Ld.	109
750	2,000	2,000	31p.s.	Mazagon Land	885
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	440

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co.....	1,750
600	1,250	all	50p.s	Alexandra Spinning	1,265
500	2,500	all	100*	Alliance Spinning	2,550
300	2,000	500	...	Bhownuggur M. & P. Co.	825
100	5,000	all	...	Bombay	2,800
900	1,000	all	25*	Bombay United	1,010
400	150	150	25*	Broach Mills.....	230
2,500	2,000	all	...	Dhurumsey Spinning.....	1,365
750	2,000	all	200p.s	Great Eastern	2,050
750	1,000	all		Jewraj Ballo Mills	995
2,500	1,000	all	140p.s	Manockji Petit's	1,075 xd
901	1,000	all	40 p.s	Morarjee Spinning	1,040
800	2,500	all	100p.s	Oriental	2,900
600	2,500	2,400	210p.s	Royal	2,650
90	1,000	all	...	Soonderdas Spinning	1,180

* Per share for the half-year.

PRESS COMPANIES.

150	5,000	2,850	225 p.s	Akbar Cotton Press Co...	2,100
200	2,000	1,100	150do.	Albert Co. Kurrachee....	895
100	500	all	10 p.ct.	Albert king Co.....	550
250	3,000	850	Nil.	Alexandra Press Co.....	990
150	12,000	11,000	100 p.s.	Apollo Press Co.....	6,700
200	2,000	all	200 p.s.	Bombay Press Co.....	1,475
200	500	all	50 p.s.	Do New.....	385
350	1,000	1,000	100 p.s.	Broach Cotton Co	800
100	1,500	...	...	Carwar Company.....	1,100
500	1,850	all	40 *	Colaba Press Co.....	3,650
250	3,000	all	250 p.s.	East India Press Co.....	2,800 nl.
150	8,500	all	500 *	Fort Press Co.....	6,000
300	2,000	1,800	75 p.s.	Framji Cowasji Press Co.	575
300	1,000	all	200 p.s.	French Press Co	725
200	6,000	6,000	225 p.s.	Hydr aulic Press Co.....	2,100
250	5,000	1,467	75 p.s.	Imperial Press Co	825
200	400	350	125 p.s.	Mofussil Press & G. Co...	632½
120	2,500	all	250 p.s.	Prince of Wales Press....	2,150
200	1,000	250	...	Sassoon's Press Co.....	600
400	850	750	135 p.s.	Scinde Press Co.....	475
100	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited.....	1,140
225	2,000	1,000	250*	Victoria Press, Madras..	1,150
150	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

BANKS IN LIQUIDATION.

			Date of Liquidation.		
.....	95	19½	...	Bank of China.....	1
.....	250	2	Mar. '66	Central Bank.....	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula.....	1
.....	200	70½	May '67	Royal Bank	1

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic, Week ending 19th April 1873.

Open 1,266½ Miles.	Rs.	a.	p.
Coaching	34,182	11	1
Merchandize	3,55,469	11	6
Electric Telegraph	657	12	0
Municipal Trains, &c	610	0	0
Total Rs.....	4,50,950	2	7
Corresponding week last year, open 1,266½ miles.....Total Rs	4,61,938	12	3
Decrease Rs.....	10,988	9	8

CALCUTTA.—21ST APRIL.

The following transactions were reported :—
In Government Securities :—
4 per cents, at Rs. 102-8 and 102-9 and 102-10 and small sums at Rs. 102-10 to 102-14.
4½ per cents. of 1872, at Rs. 104-10.

SHIPPING.

ARRIVALS.

April.	Vessel.	Commander.	From.
24	Oorun (s)	Nacoda	Cutch. April 21.
25	Orchis (s)	Lucas	Calcutta, April 10.
	Wallis Castle	Brown	Liverpool, Dec. 3.

DEPARTURES

April.	Vessel.	Commander.	Destination.
24	Wimbledon (s)	Watson	Liverpool.
25	Hannah Law	Dawson	Liverpool.
	Sir J. R. Carnac (s)...	Azzopardi	Coast and Carwar.

The ship Octavia, Twait, to Liverpool, obtained her port clearance yesterday.

The following vessels were entered out for loading yesterday :—
Steamer Massilia, to China, &c.
Steamer Ceylon, to Aden and Suez.
Steamer Oorun, to Cutch.
Ship Tythonus, to Liverpool.

DAILY IMPORTS.—25TH APRIL.

FROM LONDON.

Yeddo, 2 cases sherry, Cutler, Palmer & Co.
Oxfordshire, 4 casks sherry, Eduljee Nusserwanjee Colabawalla & Co.

FROM GENOA.

Arabia, 25 cases cognac, Henry Rogers ; 2 cases essence of ginger, Dawoodbhoy Abdool Hoscin.

FROM BORDEAUX.

Courrier de Bombay, 125 boxes brandy, Nowrojee Ardaseer & Sons.

DAILY EXPORTS.—25TH APRIL.

FOR LIVERPOOL.

Octavia, 100 bales hemp, J Goculdass.
Thundrbolt, 93 bales cotton, C Mowjee & Co ; 125 bales cotton, S L Macnaghten ; 100 bales cotton, Austrian Trading Co.
Clara, 125 bales cotton, G Damoder.
Helen Soott, 95 bales cotton, K Nixon & Co.
Ambrose, 86 bales cotton, W Nicol & Co ; 2 bales cotton, S Tyebjee & Co.
Bride of Lorne, 50 bales cotton, G Callianjee.
Kirkwood, 209 bales cotton, F Scott & Co ; 1,800 bundles coir yarn, S S Narrelwala.
Annot Lyle, 55 bales cotton, H Reldas ; 50 bales cotton, M Dewjee ; 100 bales cotton, D Soonderjee ; 53 bales cotton, L Nursey ; 200 bales cotton, V Brothers ; 65 bales cotton, DHemraj ; 200 bales cotton, J Peerbhoy.
Helen Scott, 500 bales cotton, R Steuart & Co.
Mabel, 25 bales cotton, F Muir & Co.
Emblehope, s, 116 bales cotton, T Gopjee ; 40 bales wool, D Govindjee.
Bewick, s, 500 bundles myrabollams R Brothers ; 45 bales cotton, D Cullianjee & Co ; 30 bales coir yarn, D Pragjee ; 40 bales cotton, B Rowjee ; 50 bales cotton, K Nixon & Co ; 50 bales cotton, S L Macnaghten ; 59 bales wool, C Ebram ; 50 bales cotton, S Narrunjee and Co ; 50 bales cotton, H Shobagchund.
Hidalgo, s, 1,000 bundles myrabollams R Brothers ; 15 bales wool, C Mahadowdas ; 35 bales wool and 66 bales cotton, C Nensy ; 67 bales cotton, D Dadabhoy Grandy & Co ; 9 bales cotton, L Khimjee & Co ; 140 bales cotton, Antrobus & Co ; 50 bales cotton, S Tyebjee & Co ; 25 bales cotton, F Goolambuson ; 200 bales cotton, W Bocke & Co.
William Cory, s, 31 bales cotton, K Toolsedass ; 20 bales wool, D Mathooradass ; 100 bales cotton, F Muir and Co ; 155 bales cotton, E Spinner & Co ; 200 bales cotton, R Steuart ; 50 bales wool, B Canjee.
Deccan, s, 72 bales cotton, Peel Cassels & Co ; 1 case shawl, C Amerchund.
Tiber, s, 600 bales cotton, Gaddum & Co ; 50 bales cotton, R Bapoobhoy ; 121 bales cotton, V Takersee ; 100 bales cotton, F Muir & Co ; 24 bales wool, M Jethia ; 500 bags linseed, H D Fisher & Co ; 110 bales cotton, N J Abraham ; 40 bales cotton, K Nixon & Co.
Tythouns, 250 bales cotton, S Hobart & Co ; 60 bales cotton, H Dods & Co.

FOR LONDON.

Maud, s, 50 bales hides and skins, W Nicol & Co ; 1 bale hides, P Nanjee ; 5 cases gum, P M Wadia & Co ; 5 bales skins, H M Kermany ; 6 bales skins, A R Woosman ; 17 bales hides, The E L S and F Agency ; 4 bales hides, R G Mahomed ; 9 bales hides, M Aliana ; 6 bales hides, C Lalljee & Co ; 31 bales skins, H O H Abdoola & Co ; 8 bales hides, S Futtabhoy.
Deccan, s, 5 packages fishmaws, A Babool ; 5 bundles and 115 pieces E teeth, A Mohomedjee ; 17 pieces E teeth, and cases T shells, A Perrbhoy ; 1 case shawl, S Shobhram ; 4 cases shawl, S Pandell ; 400 cases cibanum, M Jewraj ; 65 packages coffee N Khutow ; 3 cases shawls, H Gopaldass.

FOR TRIESTE.

Ceylon, s, 100 bales cotton, Gaddum & Co ; 200 bales cotton, E Spinner & Co ; 1,150 bales cotton, Knoop & Co.

FOR NAPLES.

Arabia, s, 6 bales skins, G Sigg & Co.

FOR GENOA.

Arabia, s, 100 bales cotton, H Clason & Co ; 9 bales hides, G Sigg & Co.
Ceylon, s, 100 bales cotton, H Clason & Co.

FOR MARSEILLES.

Ceylon, s, 6 bales silk, A Tait.

FOR HONGKONG.

Massilia, s, 2 4 bales cotton, C Datoo.

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—25TH APRIL, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 24th April, 8-24 P.M., Greenwich time. Time in transit, 5 hours 26 minutes.
Via Red Sea, 25th April, 12-20 P.M., Greenwich time. Time in transit, 2 hours 13 minutes.

Latest dates from Continent of Europe.

Via Russia, 25th April, 12-20 P.M., Greenwich time. Time in transit, 2 hours 15 minutes.
Via Turkey, 24th April, 5-50 P.M., Greenwich time. Time in transit, 14 hours 1 minute.
Via Red Sea, 25th April, 11-41 A.M., Greenwich time. Time in transit, 2 hours 59 minutes.

Latest date from China.

Via Singapore, 25th April, 5-40 P.M. Time in transit, 4 hours 20 minutes.

Latest date from Australia.

Via Singapore, 25th April, 5-20 P.M. Time in transit, 3 hours 43 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 24th to 8 P.M. of the 25th April is as follows :—

	Max.	Min.
From Calcutta	6 23	0 3
,, Kurrachee.....	1 29	0 16
,, Madras	1 27	0 5

MILITARY.

ARRIVALS.—APRIL 24.

Knox, Lieutenant, 62nd Regiment, from leave, from England.
Ashburner, Colonel, 1st Light Cavalry, from furlough, from England.
Pringle, Lieutenant, 56th Regiment, on duty, from England.
Mander, Major, 9th Régiment N. I., from furlough, from England.
Mander, Major, Royal Engineers, from furlough, from England.
Mander, Captain, Infantry, from furlough, from England.
Boyd, Colonel, Staff Corps, from furlough, from England.
Dalmahoy, Captain, 6th Regiment N. I., to join, from Aden.

DEPARTURES.—APRIL 25.

Ashburner, Colonel, 1st Light Cavalry, on duty, to —
Mignon, Major, Staff Corps, on duty, to Poona.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	Arrive at Suez.	Arrive at Brindisi.	Arrive at Marseilles.	Arrive at London.	Arrive at Liverpool.	Arrive at Queenstown.	Arrive at Dublin.	Arrive at Belfast.	Arrive at Glasgow.	Arrive at Edinburgh.	Arrive at Aberdeen.	Arrive at Dundee.	Arrive at Leith.	Arrive at Greenock.	Arrive at Portpatrick.
United Kingdom	April 28	5-30 P.M.	May 8	May 11	May 12	May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13	May 13
Kurrachee	May 2	11 A.M.	May 12	May 15	May 16	May 17	May 17	May 17	May 17	May 17	May 17	May 17	May 17	May 17	May 17	May 17	May 17
Persian Gulf via Kurrachee	,, 9	11 A.M.	May 19	May 22	May 23	May 24	May 24	May 24	May 24	May 24	May 24	May 24	May 24	May 24	May 24	May 24	May 24
China	,, 5	4-30 P.M.	May 15	May 18	May 19	May 20	May 20	May 20	May 20	May 20	May 20	May 20	May 20	May 20	May 20	May 20	May 20
Australia	,, 3	4-30 P.M.	May 17	May 20	May 21	May 22	May 22	May 22	May 22	May 22	May 22	May 22	May 22	May 22	May 22	May 22	May 22
Mauritius, Reunion, &c	,, 12	5-30 P.M.	May 29	June 1	June 2	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3
Zanzibar, &c	,, 12	5-30 P.M.	May 29	June 1	June 2	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3	June 3

No after packet.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season, and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M.

Newspapers, Books, and Patterns, up to 8 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each etter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rates per ½ oz. Annas	Pies.	Revised Rates per ½ oz. Annas	Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey ...	8	8	8	0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia...	9	4	9	0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie ; not exceeding 2 ounces—annas 2, 8 pies ; not exceeding 4 ounces—annas 4, 8 pies ; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindisi is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

	At P.M.		At 7 P.M.
Monday.....	April 28	Monday	May 26
,, ...	May 5	Friday	At 5½ P.M. May 30
,, ...	,, 12	,, ...	June 6
,, ...	,, 19	,, ...	,, 13

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Tuesday	May 6 Monday	June 2
,, ...	,, 19 ,, ...	,, 16
	,, ...	,, 30

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Saturday	May 3 Saturday	June 23
,, ...	,, 18	

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies 8 as. 8 pice.

MAILS TO MAURITIUS.

The subjoined time table, shows the dates of departure of mails or Mauritius and Reunion for the first half of 1873 :—

REGULAR MAILS.	SUPPLEMENTARY MAILS.
Monday.....May. 12	Monday ..... May 19
,, ...June 6	,, ... June 13

MAILS FOR ZANZIBAR.

The following table of the steam packet service between Aden and Zanzibar, and *vice versa*, is published for general information. The service will be a monthly one in connection with mail steamers from England :—

Leave Bombay.	Arrive Aden.	Leave Aden.	Arrive Zanzibar.
May 12. ...	May 20.	May 23. ...	June 4.
Leave Zanzibar.	Arrive Aden.	Leave Aden.	Arrive Bombay.
May 10. ...	May 19.	May 22. ...	May 30.
June 7. ...	June 16.	June 19. ...	June 27.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*).....Rs.	42	0	0
Half Year..... *ditto* ..... ,,	24	0	0
Three Months ..... *ditto* ..... ,,	14	0	0
One Month ..... *ditto* ..... ,,	5	0	0
One Week ..... *ditto* ..... ,,	1	8	0

The above rates are for subscriptions paid *in advance*

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year, *Post Free in India*, Rs. 12.
Postage to England, Rs. 6-8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Over and Mail for Europe.

Per Annum ..... Rs	10	0	0
Per Copy ..... ,,	0	4	0

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at Messrs. TREACHER & Co.'s, or Messrs. D. S. KEMP & Co.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

BOMBAY EXHIBITION OF 1873.

LAST DAY.—The BOMBAY EXHIBITION will be OPEN on SUNDAY, the 27th instant, from 10 A.M. to 6 P.M. Admission Fee—FOUR ANNAS.

G. W. TERRY,
Honorary Secretary.

Bombay, 26th April 1873.

BOMBAY EXHIBITION OF 1873.

OMNIBUSSES will run from 2 P.M. THIS DAY and on SUNDAY, from MOMBADEVI to the EXHIBITION and BACK at 2 Annas inside and 1½ Annas outside either way.

G. W. TERRY,
Honorary Secretary.

Bombay, 26th April 1873.

MR. A. MENIST,

OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
LONDON,

RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of the sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discovery of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and cause a displacement of the pebbles, which entirely alters their focal power. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles ; and his object is to secure, as nearly as possible, perfection, and not cheapness.

For the guidance of those who are using pebbles, Mr. Menist begs to state that when the pebbles are cut against the grain they injure the eye ; and that such a defect can be discovered only by practical opticians. Also, if not polished on a scientific principle they are equally injurious ; accordingly, as Mr. Menist's lenses have been manufactured on a principle peculiarly his own, he is prepared to warrant their efficacy.

MENIST'S

12 LENS RACE, FIELD, AND OPERA GLASSES,

OF SMALL SIZE FOR THE POCKET.

Menist's Aneroid Barometer, the size of a watch in silver mounting, can be carried in the waistcoat pocket. Rs. 80, with a book which contains Airey's Tables and Testimonials of several scientific Gentlemen.

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Messrs. T. CHATELAIN MONTANDON & CO.,
HUMMUM STREET, FORT.

P. S.—India Agents for the sale of Mr. Menist's Spectacles—Messrs. CRUE and SONS, Madras ; Messrs. MADELEY & Co., Calcutta ; Messrs. NUSSERWANJEE & Co., Secunderabad, Deccan.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

HEMPHILL.—April 11th, at Morar, Gwalior, the wife of Charles W. Hemphill, Esq., 26th Cameronians, of a son.
CUMMINS.—April 19th, at Mercara, Coorg, the wife of Captain Belford Cummins, M. S. C., of a daughter.
PHAROAH.—April 22nd, at Veyserapuddy, Madras, the wife of Mr. W. Pharoah, of a son.

DEATH.

WELLS.—April 20th, at Ossoor, Harriet, the wife of Dr. S. Wells, Remount Depot, aged 35 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

SATURDAY, APRIL 26, 1873.

HIS EXCELLENCY SIR BARTLE FRERE has come and gone, and the two and a half days of his sojourn in Bombay have been spent in a strictly private way, with one exception—the evening meeting at the house of the Hon. Munguldas Nuthoobhoy. This meeting, while flattering enough to Mr. Munguldas, appears to have been arranged with that diplomatic skill for which Sir Bartle has long been distinguished. It was in part fulfilment of the work of the mission that His Excellency the Envoy assembled together the most influential native traders of Bombay who have agencies on the Eastern coast of Africa, to tell them his mind about their connection with the slave trade on that coast. So great a master of speech could not fail to convey to his audience, in the sweetest words, the views which he entertained about their proceedings. Sir Bartle did not charge any of the representatives of the African firms with a direct complicity in the slave trade, but he significantly observed that "by the possession of capital, "which might be exchanged for human beings, "they may have had an indirect connection" with the traffic. For the last fifty years several native agency houses in Bombay have been steadily accumulating riches by their connection with the African trade, of which Zanzibar was the head quarters or centre. But there are several chief houses in Bombay with branches on the East coast. All that can be here seen of the operations of these Agency or chief houses would not excite suspicion that these houses traded in Negro flesh ; their warehouses contain very little besides gums and ivory, and their cash boxes contain chiefly German crowns and rupees. But the success of their traffic has been quite remarkable, although it is possible that many of the Bombay men, Bhattias, Banians, and Khojas, are not themselves quite aware of the way in which their great profits have been realized. Doubtless very much more about the trade between the East coast of Africa and Bombay was learned by Sir Bartle Frere while he was on the coast. And as he found the chief traders able to converse in Gujeratee and Hindustanee it favoured his enquiries. We can quite understand the astonishment with which he heard that the financial centre of the slave trade was in India, chiefly in Bombay and Cutch, and how anxious he must have been personally to meet the chief offenders and tell them what he thought about them—*that they might exchange their capital for human beings.* The opportunity which the Hon. Mr. Munguldas was anxious to afford His Excellency of meeting face to face the men whose capital is embarked in the African trade was too good to be lost. The meeting has come off and the Envoy has delivered his speech, but with what effect is doubtful even to the speaker himself. While Madagascar, the Portuguese colonies, and Johanna have resolved to have nothing to do with the

be found and punished—for it is terrible to contemplate that our transit through Egypt, or a visit to Jerusalem, on our way home, is to be attended with "perils of murder and sudden death."

"The Dutch have been disastrously repulsed in attacking the citadel of Acheen," &c.—So we were informed by Reuter a few days since. Where is Acheen? I hear many a European say. Well, Acheen is on the N. W. corner of Sumatra, and Acheen Head is the first land made by a steamer bound to China from Ceylon. It is a long time since we have heard of our old allies taking up arms or busying themselves with anything so foreign to their phlegmatic and peacable natures. Yet they could fight sturdily and well once upon a time when Van Tromp astonished us by a little excursion to the Nore and Sheerness.

A "Special" from the *Times of India* has been devoting himself for the good of that journal in particular, and of the community at large in general, to visiting the "Cloaca Maxima" of Bombay, and his reports upon the model village on the Byculla Flats and the Camateepoora Sluices show the extent and magnitude of his devotion. I trust our "respected and energetic" Health Officer will be not so rash as to visit these pits of infection and nastiness. Fancy for instance his being overcome and incurring the fate of Marcus Curtius by falling into the depot; but when one is in receipt of four or five thousand rupees per mensem, one is apt to be very careful of running such very unnecessary risks.

I hear, though I cannot vouch for the truth of the rumour, that the following resolutions will be put forward at the next meeting of the Western India Association:—

1. That not more than 15 members be allowed to address the meeting at the same moment.

2. That in all discussions or conversations within the Hall of the Association the word "paisa" be not used by any individual member more than ten times in one minute.

3. (By Mr. Venaykrao J. S.) That a committee be formed to consider the ways and means of building a new Theatre in Bombay.

Scarcely a more appropriate place for an anti-slavery speech could be found in Bombay than the house of the Hon. Mr. Munguldas Nathoobhoy when it is crowded with Khojahs, Borahs, Bhattias and Bunnias. Mr. Munguldas is himself a Bunnia, and his influence very probably prepared the hearts of his brethren to receive deeply the words of Sir Bartle Frere. His Excellency said some very plain truths in a palatable way, but nevertheless if Mr. Munguldas told the Bunnias, Bhattias, and Khojahs [illegible] that the world believed [illegible] be made by His [illegible]natives of India to [illegible] in the slave traffic [illegible]hem, they probably [illegible]quize as much as if [illegible]er. It was, therefore, [illegible]plomacy to secure the house of the leading Bunnia as a platform for the denunciation of the vile traffic; and it was admirable to hear Mr. Munguldas, speaking as a representative man, protest that all his countrymen would drop having any direct or indirect connection with the slave trade in Zanzibar and Muscat. Such things remind me of revival meetings, and ere this time I have wondered why so liberal-minded a gentleman as the hon. Bunnah has not offered a prize for an essay on "the atrocities of the slave trade, together with remarks on the conduct of those who by their money or their influence assist to keep the traffic in existence."

Periodically we hear of the great sea serpent, which,

> "Prone on the flood, extended long and large
> And floating many a rood,"

is always minutely described by the fortunate encounterer in some of our papers at home. Every now and then, too, we hear of that famous shark which visits our harbour from time to time and swallows a sailor or a poor little "dawg," but in the matter of mysterious monsters, [illegible] was not been as interesting as the ocean. Hitherto I have been sceptical regarding the Matheran cheetah, especially since the *Bombay Gazette* published that story of the daring hunters who stalked him down the road to Garbut Point and discovered him to be—a dun calf!—but this year Mr. Cheetah has been seen "*in propria persona*" by no less an individual than "our occasional correspondent" under circumstances that lend the additional charms of a romantic interest to the encounter. "I saw him," says our correspondent, "standing as if he were having his photograph taken (a bland smile on his features and his hair nicely combed, of course), but when my tat caught sight of him he trembled and bolted, and so did Mr. Cheetah, for on pulling up to see if an unprotected young lady—(oh, delightful Matheran, where unprotected young ladies ride about in perfect confidence!)—had been alarmed by the beast, I was informed that nothing had been seen!" I can imagine the emotions of "our correspondent"—in a moment he must have thought of Perseus and Andromeda, of St. George and the Dragon, of beauty in danger and distress, of chivalry rushing to its aid. Jealous and envious people make, of course, ill-natured remarks, disappointed swains express incredulity; but the ladies, God bless them, are making much of "our correspondent," admire his daring and his intrepidity, and the fair Amaryllis, who goes about Matheran in that charmingly unprotected style, believes, I am sure, in the youthful champion who saved, or would have saved had the cheetah not run away, her life. What a beautiful subject for some of our Bombay amateurs for next year's Exhibition this would make—the cheetah (having had his portrait taken) advancing towards the young lady, while the youthful hero is rushing on his trembling and bolting tat to the rescue!

There is food for the speculative mind in studying the list of petitions for relief made to our Insolvent Court. Thus, in the latest published list, I find, a pupil of the School of Art, a labourer, and a domestic servant, while it is no uncommon thing to see such designations as courtesan, an English writer, a railway guard, &c. How such people as domestic servants, courtesans, and pupils of the School of Art can get into the position of insolvents requiring the intervention of the Court, it is difficult to understand. The particulars of some such cases would be amusing, I should think, and might also afford materials for writers of tales.

PAUL PRY.

A QUERY FOR POOL PLAYERS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

The following case occurred at pool, and I should feel obliged by anyone telling me what ought to have been done. We settled it by yellow losing a life; red playing on nearest ball; green playing after red; and the life being paid to white.

"White had played, red to play; but the holder of yellow played with red ball—yellow of course loses a life; but who plays next, and on what ball? To whom does yellow pay a life, and does yellow play again that turn if red is allowed a shot?" The case is a curious one and puzzled

WHITE BALL.

THE LATE Dr. GEORGE BUIST.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—All honour to you for vindicating the character of the late Dr. George Buist. You need not have been at pains to defend the memory of so good a man from the aspersions of a person like Jamshedjee Pallonjee. If you or the *Times of India* wish to know what the natives say of Mr. Jamshedjee Pallonjee about his frequent lucubrations in the *Times of India*, I beg to refer you to the columns of your Guzeratee contemporaries. As for Jamshedjee Pallonjee's assertion that Dr. Buist was removed from the Editorship of the *Bombay Times* by his father, allow me to inform you that his father was utterly ignorant of English, and could not know anything of what that gentleman wrote. He was simply a tool in the hands of others.

25th April. JUSTICE.

MILITARY LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 4TH APRIL.

TOWARDS the end of last year Colonel Reilly, of the Royal Artillery, paid a protracted visit to Berlin and the chief artillery stations in Prussia, for the purpose of closely examining the guns used by the army of Germany. He has just made an interesting report on the Prussian artillery material, the gist of which is that, after carefully analyzing the several advantages claimed for heavy breech-loaders of the Krupp pattern, he finds in all for our own muzzle-loading system on account of its simplicity and greater rapidity of firing, as well as its being less liable to become unserviceable at a critical moment in action. As a rule, the Prussian guns are heavier and longer in the barrel than our patterns, and therefore, according to theory, ought to make better shooting and possess more penetration. Although as none of the Krupp guns are exactly of the same weight and calibre as our heavy guns and, therefore, no exact comparison can be made between the two systems, still the Prussian Artillery officers themselves admit our 9-inch 12-ton gun to be at least as good a weapon in every respect as their 14-ton gun, though the latter ought to, but does not, have 18 per cent. superior penetrative power. They cannot account fully for the great difference in favour of the Woolwich gun, but Colonel Reilly, with whom numerous foreign officers agree, attributes this practical inferiority in their guns to the waste of power caused by the lead-coating on the projectiles, which not only does not exist in penetrating armour but actually detracts from it, the whole force exerted by the charge to give motion to the lead being thrown away. On heavy battering projectiles this coating of lead weighs from 5 to 8 per cent. of the whole weight, and a deal of explosive power must, therefore, be expended uselessly in propelling this load of soft metal. Our 10 inch and 11 inch guns, which correspond with the German pieces of 26 centimetre (10·25 inches) and 28 centimetre (11 inches) have, from actual experiment, proved themselves very superior, especially so in the case of the lighter gun. It is rumoured that the new German 35-ton gun will project a much heavier shot with a larger charge than ours does, but as it has not yet been tried, this is open to doubt, and we are contemplating turning out guns of still heavier calibre than these "Woolwich Infants." It is satisfactory to find from such undoubted authority that our guns are the best in the world.

During the week Lieutenant English, Royal Engineers, gave a lecture at the Royal United Service Institution on the Moncrieff system of mounting guns, in regard to its value for defending a position or for coast defence. He expressed an opinion that the only advantage of this system would be to give greater protection to the guns and gunners than the ordinary barbette system. He showed the probable method of attack by a hostile fleet on casemated works and open batteries, and the value of a concentration of heavy guns to deal with turret-ships and armour-clad broadside ships, forty heavy guns being divided into sections of five each, and each section dealing with one ship. He did not believe it was practicable to plant Moncrieff guns about in the mud without a foundation, and considering that all the shields made in this country are totally impervious to any fire excepting at the gun-port and a six inch margin round it, while any open battery was likely to be dangerously acted on by shell-fire; he argued strongly in favour of iron shield-protected casemated batteries; and he showed that their expense for a given gun was no greater than a Moncrieff gun-carriage and pit. For a ten-inch gun, in a pit mounted on Moncrieff's carriage, he estimated the cost at £3,190; whereas the same gun behind a shield with over-head cover, in an open battery, would be £2,140. In his opinion, therefore, the best chance of success against naval attack was by means of properly protected casemates, open works being liable to serious damage from curved fire, which is capable of being yet very much improved. In fact, the lecturer condemned the Moncrieff *system in toto*. A very warm discussion ensued, Captain Dawson, R. N., expressing his opinion that a casemated fort was the easiest a fleet could attack, and the most formidable would be one in which the gun popped up, fired, and then disappeared. Major Moncrieff himself was present and hotly took exception to all Lieutenant English's main propositions and assumptions, and said that the lecturer had evidently been sent into the platform by the Works Department to propound their faulty views and opinions. It had been suggested that his system could not mount anything beyond a 12-ton gun, or at most one of 18 tons, whereas he was prepared to mount, if necessary, a piece of 100 tons when we possess such a monster. Captain Selwyn, R. N., also joined in being strongly in favour of the Moncrieff pit and against casemated batteries; the great art should be spread over defences and not let the enemy know where they are. The whole value of the Moncrieff battery [illegible] mere horizontal space. The lecture was a very one-sided affair, and I should recommend Lieutenant English not, till he has a better subject to discuss, to mount the platform. Captain Selwyn expressed himself warmly that Major Moncrieff had not been consulted as to the mode of applying his own invention.

"The posthumous works of Napoleon III." has appeared, in which the late Emperor compares the plan of his campaign to that of Napoleon I. in 1815. The nomination of Marshal Bazaine to the command of the Army of the Rhine on the 13th August suggests to the Imperial historian the following reflections:—

"Now, indeed, that the sad consequences of the campaigns are known to every one, it may be said that it would have been better to fall valiantly at the head of 120,000 men than to have been compelled by the force of circumstances to submit to the capitulations of Metz and Sedan; but who could at that time have foreseen the extent of our misfortunes? The events which we have just recalled had diminished the confidence of the troops in the Chief of the State; for the military reputation which he had acquired during the short Italian campaign was not sufficiently well established to be set off against his bad fortune. In Paris these same events had been productive of still more pernicious effects. Public opinion made Marshal Lebœuf responsible for the delay which occurred in the formation of the army, and the Opposition insisted on the Emperor's abandoning the supreme command. Under these circumstances nothing except an important success would have stopped the mouths of the Opposition; but this success could scarcely be hoped for. The Emperor was obliged to accept the resignation of Marshal Lebœuf, and on August 13 he entrusted the command of the Army of the Rhine to Marshal Bazaine, who had the confidence of the army and of the country."

Then follows the episode of the Emperor's retreat on Châlons:—"On the 15th of August the Emperor and Prince Imperial were encamped, with a part of the army, at Gravelotte. As the telegraph did not exist on this line, Napoleon III. could not receive news from the capital. It was to place himself in communication with Paris that he decided to precede the army to Châlons, and left on the 16th, at four o'clock in the morning, with an escort of two regiments of cavalry, the guard. So little was a battle foreseen for the next day that it had been decided the Emperor should take the shortest road; but Marshals Bazaine and Canrobert advised him to go by Conflans and Etains. On this road indeed they met only a few Uhlans, who disappeared at once. The Emperor reached Verdun on the 16th, at three o'clock, and on the evening of the same day the Camp of Châlons. There he heard of the glorious but barren battles of Rezonville and Saint Privat, and he mortally regretted that he had not been present. On the 21st August the army was preparing to retreat from Rheims to Paris. On that very day an eminent person arrived from Paris to advise the Emperor and the Marshal that the army should hasten to the rescue of Marshal Bazaine. The Duc de Magenta made the following objections. He was not aware whether Marshal Bazaine had sufficient victuals and ammunition to resist some days longer; the Marshal might be obliged to capitulate before the relieving army could reach him; even supposing that Marshal Bazaine could cut his way through the enemy's lines which surrounded him, would he do so on the north or on the south? How could he, in such a state of uncertainty, undertake a perilous move with badly-organised troops. Even supposing that the junction of the two armies could be effected, ought such an advantage to be preferred to that which might be obtained by an army under the walls of Paris? It was decided therefore, that he should continue his march from Soissons on Paris, but the next day—Aug. 22—a despatch was received from Marshal Bazaine, who seemed to be full of confidence. The despatch announced that he was about to act on the offensive, and hoped to cut his way through to Montmedy. This changed all the decisions which had been come to. The Duc de Magenta went immediately to the Emperor to tell him that now Bazaine's position was known, an attempt might be made to join him, especially as the opinion in Paris and the army favoured such a move. The Emperor very unwillingly acceded to this plan, and determined henceforth to let events take their course. He restricted his interference to advising the Marshal not to lose sight of the railway which supplied him with provisions. Thus, although the Duc de Magenta had obeyed in a great measure the injunctions which he received from Paris, it was the news received from Metz on the 22nd which made him change his plan and persuaded him to take the chance which was offered."

The following is the Emperor's explanation of what induced him to shut himself up in Sedan. On the 30th August General de Failly lost the battle of Mouzon-Beaumont, and at Carignan His Majesty hears of this fresh disaster from General Ducrot:—

"The Marshal advised the Emperor to go as soon as possible to Sedan, whither the army was about to withdraw. The Emperor could not bring himself to believe that the scene had changed so completely in a few hours; he wanted to remain with the *corps d'armée*, but on being earnestly entreated by General Ducrot, he consented to take the railway, and reached Sedan at eleven o'clock the same evening. It was suggested to him that he might go on from thence to Mezières, while the line was yet clear. Once there, he might have got together General Vinoy's troops, and established a new centre of resistance in one of the northern fortresses; but he thought that he might be accused of seeking to protect his own person, and preferred sharing the fate of the army, whatever it might be. The carriages and escort had remained at Carignan. The Emperor, therefore, went alone on foot, followed by his aides-de-camp, in the middle of the silent night, into that town of Sedan, which was about to be the seat of such terrible events."

His capitulation is thus described:—

"Things were beginning to look very serious; the heroic but useless charges of cavalry had not been able to stay the enemy's onward march; brave General Marguerette, mortally wounded, had, at his own request, just been carried to the Emperor's side. At that moment, on either bank of the Meuse, the neighbouring hills were bristling with several hundred pieces of cannon, which by converging their fire threw innumerable projectiles on the town. Houses were set on fire, roofs were burst in, and death was making countless victims either amongst the men crowded together in the streets, or in the barracks transformed into ambulances, or in the courtyards, where soldiers of all arms had sought shelter. Whereupon the three commanders of the three *corps d'armée*, Generals Lebrun, Douay, and Ducrot, came one after the other to tell the Emperor that all resistance had become impossible; that their men, after having fought during twelve consecutive hours without rest or food, were discouraged; that all those who had not been able to return into the town were huddled together in the ditches and against the walls of the fort; and that it was necessary to come to a decision. Since he left Châlons until that day the Emperor had made it his duty not to take part in any way in the orders and decisions of the Commander-in-Chief to whom he had made over his authority; but, in that supreme moment, when by an inconceivable fatality 80,000 men seemed to be reduced to die without being able to fight, he recollected that he was a sovereign, that he was entrusted with souls, and that he ought not to allow men to be massacred under his eyes—men who, later on, might again serve their country. Napoleon III. sent one of his aides-de-camp to the top of the citadel to ascertain the exact state of things; the latter had the greatest trouble in the world to carry out the order; the streets and the citadel itself were swarming with soldiers seeking shelter. The report brought back by the aide-de-camp confirmed the account of the generals. In consequence, the Emperor sent General Lebrun to General de Wimpffen with the advice to ask for a truce which might give time, if it were granted, to collect the wounded and to settle what it was best to do. As General Lebrun did not return, and the number of victims continued to increase, the Emperor took upon himself to order the white flag to be hoisted. While taking this decision Napoleon III. understood all the weight of the responsibility which he incurred, and foresaw the accusations which would be brought against him. The serious character of the situation was fully realised, and the memory of a glorious past was constantly before his eyes, increasing the bitterness of the present. How would any one admit that the Army of Sebastopol and Solferino could be compelled to lay down its arms? Would the world understand that, drawn closely together in a narrow area, the more numerous were the troops the greater was the confusion, and the more difficult did it become to establish anything approaching to a regular order of fighting? The *prestige* which so justly belonged to the French Army was, then, about to vanish all at once, and in the face of an unprecedented calamity; and the Emperor, although a stranger to the decisions taken, would remain alone responsible in the eyes of the world for the misfortunes which the war was about to evoke."

No wonder that Napoleon complains of the bitter deception practised on him by Marshal Lebœuf, who, in July, had informed him that he could dispose of an army of 588,000 combatants. On investigation this number was reduced to 400,000 men ready to take the field, and when the army was put in motion the lists of available men gave only 385,005, and three weeks later when ranged on the frontier the numbers had dwindled down to 220,000. On the other hand, the German Army which was supposed to number only 300,000 proved actually 900,000 strong.

That immeasurable difference between the number of combatants actually with the colours and those who ought to have been there is the most striking and deplorable proof of the viciousness of our military organisation. Spite of the arrangements made by Marshal Niel in 1868, no end of time was lost through the reserve being compelled to go first to their depots and to be thence conveyed to their regiments. On the other hand, the Corps Legislatif having always insisted on allowing the reserve men to marry, a large number of them obtained exemptions from the Commandants-General of the Departments, although in opposition to formal orders to the contrary. Notwithstanding also the repeated orders of the Emperor to distribute to the men all the utensils and other requisites for the camp, that had not been done. The regimental waggons, which ought to have been appropriated during peace to the various frontier magazines, were massed for the most part in 1870 at Vernon and Satory. . . . Infantry corps had not their proper complement of muskets—where they should have had between 4,000 and 5,000, barely 2,000 had been given out. The ammunition, which should have averaged 90 rounds of ball cartridge per man, was inadequate; and the result was, that when the war broke out, there was a great deal of time wasted in bringing all these supplies up to their proper complement. There were many other errors. One of the worst was that of neglecting to exercise the contingents before 1869 in the new arms; for the men who formed the reserve, being acquainted only with the old weapons, were complete strangers to breechloaders, and when they joined their regiment in 1870 they had to begin again their military education. The handling of the mitrailleuse and the artillery was also very defective. The knowledge of these new guns had been kept secret, except that on the recommendation of the Emperor, Marshal Lebœuf, in 1869, assembled at Meudon a sufficient number of captains of artillery, in order that they might render themselves acquainted with the style and service of these weapons. But by a culpable omission of the Bureau of Artillery, when the war was declared, instead of putting these men who had been initiated at the head of the batteries of mitrailleuses, they preferred to substitute others rather than interfere with the order of the officers taking the field. Hence many of them made a very injudicious use of these mitrailleuses. Misled by the name, they imagined that they must be used at a short distance only, like cannon firing grape or canister, whereas they are really only efficient at ranges over 1,800 metres. From these and other causes our passage from the peace to the war footing was a much more protracted step than was expected, and that was the chief cause of our reverses."

The Inspector General of Musketry has issued his yearly report on the shooting practice of the army during the past year, which is vastly superior to the results of previous years—a circumstance which he attributes to the more general use of the Snider rifle, to the greater care observed in training the men, and to more interest being evinced by the men themselves in practice. The improvement extends to the practice of recruits of whom 17,206 have been trained. There is now, it appears, scarcely a regiment in the service without its Sporting Club, and the Commanding Officer of the 34th Regiment attributes the improvement in the shooting of his corps "to the yearly increasing interest taken by the men in the annual course; also to the fact that nearly all the men belong to a rifle club formed in the regiment, and they have expended nearly 24,000 rounds at their own expense during the year."

A discussion took place in the House last night on the Devastation which is about to proceed to sea on a six days' cruise. Lord H. Lennox, who, desirous of relieving the public anxiety with respect to the safety of this vessel, inquired whether the weights placed upon her, since she was designed, had not necessitated her increased immersion and caused a decrease in the quantity of her coal-carrying power. Mr. Goschen described the various changes which had been made and the effect of which was to add weights in the whole between 400 and 500 tons, after placing on the superstructure, increasing the stability of the ship and her fighting qualities; at the same time providing for the comfort of her crew. On the other hand her engines were so perfect that with 1,400 tons of coal in place of 1,600 she could steam much longer distances than she was estimated to go with a longer quantity, and if the effect of the alterations should be to immerse her an additional 3 to 6 in. it would be no damage to her sea-going qualities.

This morning the Royal Horse Guards (Blues) marched from Windsor to Regent's Park barracks having been relieved by the 2nd Life Guards. The 1st Life Guards have shifted from Regent's Park to Hyde Park barracks. The 2nd Battalion Grenadier Guards have also left Windsor for the Wellington, Kensington, and Buckingham Palace barracks, having been relieved by the 3rd Battalion.

The Prince of Wales is to command the Hussar Brigade at the autumnal manœuvres.

EAST INDIA FINANCE COMMITTEE.

HOUSE OF COMMONS, TUESDAY, APRIL 4.

(SPECIAL REPORT FOR THE "BOMBAY GAZETTE.")

At the meeting of the Committee to-day, Mr. Ayrton presiding—

Mr. J. M. Maclean, of the *Bombay Gazette*, was examined.

The Chairman—Have you formed any view on the policy which has recently been introduced with reference to what is called decentralisation?—I have had occasion during the last two years to pay a great deal of attention to that policy and to its results in Bombay.

You desire to express your views on that subject; will you favour the Committee with them?—I think the cardinal defect of this policy is that it takes away the only available check in India on the ambition of subordinate officials. It is as true now, perhaps truer than forty years ago, that the greatest curse of India is often the zealous official. In that country every Governor of a province, or a town, or the ruler of a district thinks it his interest to magnify himself and the district to which he belongs by spending as much money as possible, and the only check which you can apply in a country where there is no representation possible is a check from above, a check by somebody devoid of local predilections, and that would go to reduce the demands of provinces to a proper proportion and to keep them in due relation to one another.

And you think that that spirit finds its way into the council or with the local administrators?—In Bombay, decidedly it has done.

And you think there has been too great a disposition to embark in novel enterprises?—Yes, owing to their zeal for expenditure.

Do you find in the presidency town where you have resided that there is a strong disposition to stimulate the Governor in Council to embark in all kinds of enterprises?—On the part of individuals, not on the part of the community.

Then your observation applies to those in the public service throughout the presidency?—Yes.

And you think that that has been the main cause of stimulating such large expenditure in the presidency of Bombay?—Perhaps you will allow me first of all to say what has been the result of the decentralisation policy. The decentralisation scheme began about the end of 1870, and Sir Seymour Fitzgerald in a budget speech on 5th April 1871 said the Government of India had left him with a deficit of £100,000 which amount he had to make up. He did not attempt to do this by reducing the expenditure, but he proposed to levy new taxes to increase his revenue. He brought forward a tax on feasts, but that was withdrawn afterwards, as it was strongly objected to by the natives.

Mr. Harrison—What kind of feasts?—Marriage ceremonies and religious ceremonies. He succeeded in passing a measure which was known as the rural non-agricultural cess on the rural non-agricultural population and also fastened a contribution on the large and wealthy city of the Presidency towards the general maintenance of the police. The excuse given for levying this non-agricultural cess was that there was a large class in the mofussil who did not contribute to the land revenue, as they were not occupiers of land, and that it was therefore fair to tax them. But the tax went as low as Rs 50 a year, the tax thereon being eight annas. That tax was raised at a time when the Government of India was relieving incomes under Rs. 750, so that the result of the tax was to substitute £5 a year as the minimum on which a tax was to be levied for £75 a year. Practically everybody in the mofussil who did not pay land tax in the mofussil came within the scope of the tax, because I suppose there are very few households in the country where there is not so much as Rs. 50 earned in the course of the year.

The Chairman—Was there any feeling of satisfaction or dissatisfaction at these proceedings?—I cannot say there was any feeling amongst the community, because the tax touched the class whom one never hears, but I know that the district officers generally were strongly indignant at the tax being imposed, and very many of them made, at first, representations to myself of the extreme injustice it inflicted on poor people and of the discontent it created all through the Presidency.

The Chairman—When you referred to the local Governments, did you mean, by the Secretary of State, or by the Government of India?—By the Government of India. I think the Government of India used to exercise a very careful supervision over the provincial budgets, and the tendency was a rule in favour of economy. By this decentralisation policy they shifted the responsibility to the provincial Governments, and became less anxious to control the expenditure.

Can you give any opinion of what was thought in Bombay as to the Governor transacting business through the Legislative Council; do they consider the Governor or the Council responsible for anything done?—I think the Governor is generally held responsible.

What part does the Council play in the eyes of the public?—Simply to give advice and to express opinions on a measure.

Have you anything farther to add as to the effect of this decentralisation scheme?—There is another measure I want to call attention to. In the old days there was an imperial grant made by the Government of India for the support of the police in Bombay of a lac of rupees a year. When this decentralisation policy was carried out, Sir Seymour Fitzgerald withdrew this grant and told the municipality of Bombay to raise the money and pay the police themselves. This was in the middle of the financial year when the municipality was in difficulties, and the result was to throw on the municipality the responsibility and odium of levying fresh local taxes on the people to supply the deficit created by the reduction of the imperial income tax.

Had the municipality the power of reducing the police establishment?—No, that is fixed by the Government. They have only the duty of paying it. Sir Seymour Fitzgerald's arrangement was looked upon as very unjust in Bombay, because Calcutta and Madras still receive this grant from the Imperial Government.

Have you anything to add in reference to the policy generally of decentralisation?—It stimulated very much the zeal of the district officers to increase the assessments on land. As the members of the committee are aware, the land in Bombay is mostly held under 30 years' leases, and these leases began to fall in a year or two ago. The land had been let on very low terms indeed, with very satisfactory results at the first settlement, and now these leases are falling in, and the demand for money at headquarters creates a very unwholesome zeal to get as much money as they can and create as high an assessment as possible. One instance occurred last year, when I was in India, where the land revenue in a talooka in the Deccan was increased 80 per cent. in spite of the opinion expressed by the Collector of the district that such an advance might give rise to some discontent. I give that as an example of what I have stated as the tendency of the Bombay Revenue Survey to reverse the very wise and beneficial policy introduced by Sir George Wingate and others who let out the land there on the very lowest possible rental in order to make the agricultural population contented with our rule. The rule on which the revenue survey went was that prices have increased so much of recent years that the land could bear an increase of assessment. They did not take into account what seems to me to be evident, that prices had begun to fall very heavily in Western India generally. The price of cotton and other agricultural produce and rents in Bombay are falling very much indeed, so that this increase of assessment was considered with a very heavy fall in prices. And there is no uniform rule at all under which this assessment can be fixed, and the Government may increase them by an arbitrary decree as it were. The land revenue is never brought under the consideration of the Government. It forms the greatest part of the revenue of India, and yet it is never discussed, and the local Governments can do what they please with it.

How never discussed?—In the legislature. There is no mention of it in the Budget.

We will now pass to the public works. Have you directed your attention to the administration of public works in Bombay?—Yes, we have had a great deal to do with the Public Works Department in Bombay, and I think the general feeling of the people there is one of very deep distrust on account of its action of late years.

To what particular action do you refer?—Especially to its management of the foreshore properties of the Island of Bombay. All round the Island of Bombay there are low-lying foreshores which are open to reclamation in one form or another, and there have been many schemes for forming docks and wharves there for the accommodation of the trade. The Public Works Department began some fifteen years ago by granting concessions to enterprising men who proposed to establish wharves and make business for the trade. The Colaba land was given in that way, and the Elphinstone land the same. These went on, and then there was the celebrated concession for the Back Bay scheme in 1864, which provoked a great deal of discussion. Then Government changed its policy and said it would keep the site of Moody Bay, which was alongside the Elphinstone grant, and which was a very valuable site for docks. Well, some money was spent on the Moody Bay estate from year to year, but about 1867 the Elphinstone Land Company, which had carried on its works with great vigour and energy and had really constructed some very excellent works, were anxious to get money to go on with them, as money was not very easily forthcoming at that time. The first proposition was that Government should advance money; then it was proposed that Government should buy the works, on the ground that it was not right to allow a private company to have such privileges. This idea germinated and was taken up by Sir Seymour Fitzgerald and afterwards by Lord Mayo, and in 1869 the Elphinstone property was purchased by the State for £1,800,000.

What was the value of the shares twelve months before the purchase of the property?—In 1867 they went down to Rs. 330.

Mr. Fowler—That sum of Rs. 330 might have been considered the commercial value at the time?—Yes, it was a time when property was very much depressed.

The Chairman—That sum was arrived at on the rental of the property perhaps?—No; I think it was a speculative price altogether, because the property was bringing in very little indeed.

The Chairman—All these Bombay speculators ended by retiring into privacy without fulfilling their engagements?—A good many of them.

Was the ground of buying this property the principle that private people should not have the foreshore in property, or had it any useful object?—The object stated in the administrative report for the last year by the Bombay Government was to prevent the foreshore of the harbour from becoming the monopoly of a private company. They, however, had in their hands at that very time the power of preventing that if they had gone on with the Moody Bay works and completed them. Perhaps you will allow me to contrast the actual expenditure with what might have been done. The amount spent by Government was £2,800,000—a sum which they wished to fasten on the Port Trust. This Port Trust is a body of commissioners appointed by the Government, and including representatives of the mercantile community. Government proposed to form that Port Trust, and an Act has been passed recently to give it the charge of all the property on the foreshore. Well, that outlay gives us a sum of £2,800,000. Then I suppose a sum of £2,000,000 was spent on the Back Bay scheme, and £1,000,000 was paid in connection with other properties, making in expenditure on the foreshores of Bombay of nearly £6,000,000.

(*To be continued.*)

BOMBAY.

HEAVY MUNICIPAL FINES.—On Thursday Mr. Nana Morojee disposed of a number of municipal cases, and the fines inflicted amounted to about Rs. 513.

DRUNK AND DISORDERLY.—Salmin Suckojee, a Jew, was yesterday sentenced by Mr. Nana Morojee to a fortnight's imprisonment, for being drunk and disorderly in a public place.

TORTURE.—Yesterday at the Fort Police Court one Narayen Anunta, a hack buggy driver, was charged before Mr. Nana Morojee with torturing his horse on a public place, and was fined five rupees.

ACCIDENT.—On Thursday a Mahomedan girl, aged about five years, accidentally fell from a window of the third storey of a house at Null Bazaar. She was much hurt and was removed to the Jamsetjee Hospital.

THE PARSEES IN THE BOMBAY POLICE FORCE.—There are at present five Parsees employed in the Bombay Police Force. One has recently been raised to the rank of sergeant, one is a first-class jemadar, and three are sepoys.

DISTRICT JUDGE OF POONA.—The vakeels of Poona intend to present an address to Mr. R. H. Pinhey, District Judge, before he leaves for Bombay to take charge of his new appointment as acting Judge of the High Court.

THEFT OF ORNAMENTS.—A Hindoo woman named Myna appeared before Mr. Nana Morojee yesterday and obtained a warrant against one Rowjee Vithoo, whom she charged with theft of certain gold and pearl ornaments, valued at Rs. 1,187.

A NOTED THIEF.—At the Girgaum Police Court yesterday one Ahmed Mahomed, a noted thief, was charged before Mr. Cooper with stealing three silver rings, the property of one Rama Govind. The prisoner was convicted and sentenced to two months' rigorous imprisonment.

ILLEGAL SALE OF LIQUOR.—At the Fort Police Court, before Mr. Nana Morojee, yesterday, Cooverjee Cowasjee and Nusserwanjee Ruttonjee were charged with selling illicitly by retail spirituous liquors without a licence from the Commissioner of Police. They were adjudged guilty and fined Rs. 20 each.

THEFT.—A Mahomedan named Mahomed Isac was charged before Mr. Nana Morojee yesterday, at the instance of Mr. Walter Allen, with stealing a breakfast plate, belonging to the British Indian Steam Navigation Company. The man was adjudged guilty and sentenced to three weeks' rigorous imprisonment.

CHARGE OF THEFT.—Pestha Bughjeejee, a piece-goods merchant, appeared yesterday at the Fort Police Court, before Mr. Nana Morojee, and obtained a warrant for the arrest of a man named Bhugwan Govindjee charging him with criminal breach of trust, in respect of two Benares doopetas, valued at about Rs. 100.

PROGRAMME OF MUSIC to be played by the Town Band at the Esplanade Bandstand this evening:—

March	Josefi	Melusion.
Mazurka	Arm in Arm	Strauss.
Overture	Cenerentola	Rossini.
Valse	Silvia	Godfrey.
Potpourri	Semiramide	Rossini.
Galop	La Perichole	C. Coote.

GOD SAVE THE QUEEN.

THE PARSEE ELPHINSTONE DRAMATIC CLUB.—The Grant Road Theatre has been nearly full every time that the native opera of "Indur Sabha" has been performed; and the curtain will no doubt rise to another bumper house this evening, when it is to be repeated. Efforts such as those of these energetic actors deserve the support of the public; and we are glad to find that they do not give it with a niggardly hand.

MR. BENNEE'S PERFORMANCE AT COLABA TO-NIGHT.—To-night Mr. and Mrs. Bennee will perform at Morley Hall, Colaba. "Happy Pair" and "Robert Macaire" will be performed. In both of these plays Mr. and Mrs. Bennee shine conspicuously, and we would request, not so much to encourage these deserving actors as to show appreciation of a clever performance, that Morley Hall may be well patronised this evening. We are glad to learn that Mrs. Bennee has now recovered from her late serious indisposition.

GAMBLERS.—At the Fort Police Court, before Mr. Nana Morojee, yesterday, Wassoodew Trimbuck and seventeen other Hindoos were charged, at the instance of Mr. Superintendent Burrett, the first with keeping a common gaming-house on the Breach Candy Road, and the rest with gaming therein with dice and money. They all pleaded guilty to the charge. One, being a confirmed gambler, was sentenced to a month's rigorous imprisonment, one to pay a fine of Rs. 30, six Rs. 20 each, two Rs. 15 each, and eight Rs. 10 each.

ANUNDORUM BOROOAH.—The *Delhi Gazette* is mistaken in thinking that the funny man who writes to the *Bombay Gazette* regularly from Matheran under the signature of "Anundoram Boroosh" is the veritable Babu Anundoram Boroosh of the Civil Service. Babu Anundoram does not belong to the Bombay Civil Service, as our contemporary states. He holds an appointment in Bengal. Probably the "Anundoram Boroosh" of the *Bombay Gazette* is the same naughty man who wrote a few verses in its pages sometime ago on Babu Anundoram Boroosh, C. S.—*Indian Mirror.*

THE TOWERS OF SILENCE RIOT CASE.—Yesterday at the Girgaum Police Court the enquiry into this case was resumed before Mr. Cooper against seventy-three of the defendants, the case against two, who were sick, being reserved at present. Mr. Ferguson, instructed by the acting Public Prosecutor, appeared for the prosecution. Mr. Inverarity, instructed by Mr. Arthur Peile, appeared to watch the case on behalf of Coorjee Pragjee and Jacob Jumal, who claimed the ownership of the disputed ground. Mr. Starling and Mr. Leith, instructed by Messrs. Craigie, Lynch and Owen; and Dr. Dallas, Mr. Chalk, and Mr. Jefferson appeared for the defendants, who were all represented. Only one more witness was partly examined—Mr. John Duffy, a masonry inspector and master builder, who was employed by Coorjee Pragjee to superintend the buildings which were to be erected on the disputed ground. His cross-examination by Mr. Starling was finished, and the case was further adjourned until 2-15 P. M. on Tuesday, the 29th inst. A full report of the proceedings will be given in Monday's issue.

ASSAULT AT THE ALBERT MILLS PREMISES.—At the Girgaum Police Court on Wednesday, Moses Walker, a European, was charged before Mr. Cooper, at the instance of the Albert Mills Company, with assaulting Tookaram Dewjee and two other workmen of the company. Mr. Charles Peile, solicitor to the company, appeared to prosecute; the defendant appeared in person. The case against the defendant was that, although strictly warned not to go on the premises of the company under any circumstances, he went there in a state of intoxication on the evening of the 3rd inst. The ramosee on duty at the principal gate, who had strict orders not to allow the defendant to enter the premises, tried to stop the buggy from passing the gate, but it was nevertheless driven in. Mr. Sorabjee Nusserwanjee, the engineer, and Mr. Bomanjee Eduljee, the spinning master of the mills, thereupon went up to the defendant and asked him to leave the premises, when defendant abused them and would not leave. The buggywalla was about to turn the buggy to leave the place when defendant stopped him and whipped the complainants and others of the mill's people. The men raised an outcry, and Mr. Sorabjee asked defendant again to leave the premises; but, instead of doing so, he abused and threatened to whip him. Defendant, when taken before a European inspector of police, continued to abuse and threaten Mr. Sorabjee. The police inspector stated that defendant was drunk and abused Mr. Bomanjee in his presence. Defendant called Mr. Brennan, the manager of the Albert Mills, whose evidence, however, corroborated the complainant's case. His Worship remarked that the case was clearly proved against the defendant, and after warning him not to go again on the company's premises, fined him fifteen rupees.

HIGH COURT.—26TH APRIL.

[Before the Hon. Sir CHARLES

A SUIT FOR DAMAGES AGAINST THE AMERICAN SHIP AUGUSTA.

THE FRENCH BARQUE ANTARES V. THE AMERICAN SHIP AUGUSTA.

THE plaintiffs are captain and owners of the Antares; and the defendants the captain and owners of the American ship. The suit is now under hearing at the High Court before Sir Charles Sargent and Mr. Justice Green, and is brought to recover damages sustained by the Antares in a collision with the Augusta. Mr. Marriott and Mr. Pigot instructed by Messrs. Dallas and Lynch, appeared for the plaintiffs. Mr. Anstey and Mr. Lang, instructed by Messrs. Jefferson and Payne, appeared for the defendants.

Mr. Marriott read the plaint in the suit which is as follows:—

The plaintiffs claim Rs. 93,000 as compensation for damages sustained by their ship Antares in a collision with the defendant's ship Augusta, as hereinafter specified.

2. The Antares was a barque of 359 tons register, and was at the time of collision, hereinafter mentioned, navigated by the said Augeste Leloup, her master, and manned by a crew of 11 hands, and was tight, staunch, strong, and well found, and in every respect fit to perform the voyage on which she was then proceeding. She was on a voyage from Callao to Havanna, laden with a cargo of guano.

3. On the 11th December 1872 at 2-40 a.m. the Antares was in latitude 20 deg. south and in longtitude 32 deg. 35 min. west, being on the starboard tack close to the wind with a breeze from east north-east. The side-lights were lit and in place, the master was on the watch, and a good look-out was kept aboard her. The moon was shining, and by that light the ship Augusta was seen running under the wind towards the Antares, and showing no lights. A squall at that time passed over the moon and hid the Augusta. As soon as the cloud had passed over, the Augusta was seen quite close with her starboard lights visible. The Antares was kept as close as possible, but the Augusta was kept on her course in order to pass the Antares, and, therefore, as it was absolutely necessary to avoid a collision, the Antares was caused to veer about. The master of the Augusta, in place of causing that ship to veer round to avoid a collision, allowed the Augusta to come to, and came towards the Antares under full sail. The Augusta ran stern on into the Antares on the port side abaft the main rigging, causing such damage that the Antares sank shortly afterwards. The master and crew used every means in their power to save the vessel until obliged to abandon her to save their lives. They were then taken on board the Augusta.

4. It was impossible to save the cargo of the Antares or any part thereof, or the money, clothes, or private effects of the master or crew, and the same were lost by reason of the premises.

5. The said collision, and the damage consequent thereon, were imputable solely to the master and crew of the said ship Augusta in consequence of their not having kept clear of the said ship Antares, as they were bound to do, and the same were not imputable in any way to the said ship Augusta or any person aboard of her. All did the utmost in their power to avoid or prevent the said collision.

6. Particulars of the claims of the plaintiffs are hereunder written, and to them the plaintiffs crave leave to refer.

7. The plaintiffs pray that a warrant may be issued out of this Honourable Court to arrest the said ship Augusta, her tackle and freight aforesaid, to answer the claim of the plaintiffs for the sums above claimed.

The plaintiffs pray this Honourable Court to pronounce for the damage proceeded for, and to condemn the defendants therein, and in costs.

The defendants had put in a written statement in which they denied the imputation in the plaint, and claimed Rs. 5,000 as damages arising from the collision, and Rs. 1,000 for the maintenance of the captain and crew of the Antares. It would be seen that it was a matter of navigation, and he suggested that the Court might be assisted in the trial of the suit by assessors as the Court of Admiralty was at home. They had only received the written statement on Saturday, and had, therefore, not an opportunity of making the proposal before.

Sir Charles Sargent enquired whether it had been the practice to have assessors in the Courts here.

Mr. Marriott said he could not say that that was so, but there could be no doubt that it was the practice at home.

Sir Charles Sargent said that there was no reason why they should not be assisted by experts on both sides. It had not been the practice, he thought, and the rules said nothing about assessors.

Mr. Marriott said that the charter provided that the Court should have precisely the same jurisdiction as the Admiralty Courts at home.

Sir Charles Sargent said the question was whether it had been the practice of the Court to have assessors. Under the 54th rule the practice of the Court was to be regulated by the proceedings in Ordinary Original Civil Jurisdiction.

After some further discussion it was arranged that both sides should have experts, when they would be at liberty to call to give evidence.

The following issues were raised for the defence by Mr. Lang:—

1. Whether the collision in the plaint mentioned was imputable solely to the master and crew of the Augusta as so alleged.

2. Whether the collision imputable solely to the master and crew of the ship Antares.

3. Whether it was imputable partly to one and partly to the other.

4. Whether the ship Augusta has suffered damage by reason of the collision as in the 6th para. of the written statement alleged, and whether the defendants are entitled to recover any, and what, sum in respect of the said damage.

5. Whether the damage to the two ships or one, and each of them, is the result of unavoidable accident.

6. Whether the imponents are entitled as in para. 7 of the written statement mentioned to the sum of Rs. 1,000 or any part thereof.

7. Whether the averments in para. 2 of the plaint contained are or any of them true.

8. Whether the plaintiffs have sustained such loss as in the plaint mentioned, or any and what loss.

9. Whether the plaintiffs are entitled to recover the amount mentioned in the plaint or any part thereof.

Mr. Marriott then stated the facts of the case, as they appeared from the following protest:—The ship set sail in her from Callao on the 3rd day of October 1872, bound on a voyage from thence to Havanna laden with a cargo of guano, the ship being then tight, staunch, and strong, well manned, victualled, and found, and in every respect fit to perform her said intended voyage. That they proceeded on their voyage with fine weather and variable winds until 2-40 A.M on the 11th December last, when in latitude 20 deg. south and in longitude 32-25 west, being on the starboard tack close to the wind, which was east north-east, the side lights being lit and in place, and the mate on watch, they saw a sailing vessel, which afterwards proved to be the American ship Augusta, running under the wind towards them and having no lights. A squall at that time passed over the moon and hid the ship from their sight. As soon as the cloud had passed over they saw the ship quite close to them with her starboard light visible, which convinced them that she was on the port tack. That according to article 12 and the other articles of the Sailing Rules, they kept as close to the wind as possible, and seeing that the Augusta was trying to pass before them, this deponent (the captain) gave the command to veer about, which was done. The Augusta still tried to pass, but seeing that this was impossible, instead of veering round to avoid collision, the captain of the Augusta allowed the ship to come too, and came towards the Antares with full sails, and boarded her aft the main rigging on the port side. The blow from the collision was so violent that they all thought the Antares was foundering, and these deponents and the rest of the crew of the Antares climbed on board the Augusta, but as the Antares did not sink immediately, they all returned on board that ship. When the collision took place the ship Augusta pierced the Antares, broke all the planks from the second sheet of copper up to the bulwarks, broke the bulwarks and rail, and as far as possible the main-mast. The beams of the upper deck were smashed, the mizen-mast broken on a level with the poop, the main yard and the main gallant yard were completely broken, and the poop and the deck were broken in 7 or 8 places. The two boats which were on the slings behind were completely destroyed. The two ships, after the collision, remained about three-fourths, of an hour attached to one another. After which the two ships came side by side. The bowsprit of the Antares, on this movement, got entangled in the mizen rigging of the Augusta and broke the light holder on the port side and the rail, and the pitching afterwards broke the bowsprit of the Antares close off. Finally, after three-fourths of an hour the two ships separated, the crew of the Augusta having cut the mizen rigging, which kept the Antares attached to her, and the crew of the Antares, having cut away all the ropes which held this ship to the Augusta, this deponent (the captain) immediately afterwards caused the Antares to be sounded, and the soundings showed one foot of water in the hold. The crew were immediately ordered to set to at the pumps, which they never left until they were obliged to abandon the ship. After a quarter of an hour's pumping another sounding was made and there were two inches more of water in the hold. Seeing that the Antares, notwithstanding all the efforts to keep her afloat, was going to founder, this deponent (the capiain) ordered the small hatches aft to be opened in order that they might see what damage had been sustained. As there appeared on examination to be no chance of saving the ship or cargo, the whole of the crew were called together and the advice of each asked. They all declared that the ship must be abandoned. This deponent (the captain) then ordered the mate and two foreigners (seamen), whom he had on board, and who spoke English, to get into the boat, which was left in order to ask the captain of the Augusta if he would take them on board his ship. They did so, and he answered that he was observing the Antares, and the boat then returned. Seeing that the water in the hold was increasing, this deponent (the captain) ordered five men to get into the boat, which could contain no more, as the sea was very heavy. During this time the Antares did not move from the position. The Augusta was then on the port tack, sailing slowly, and was a distance of about two miles from the Antares. More than a quarter of an hour had elapsed since the boat had left the ship, and still the Augusta made no manœuvre in order to approach the Antares. The boat ultimately got to the Augusta, the wind having fallen. The men who were in the boat were about to get on board when the captain of the Augusta would not allow them to do so, saying that he wanted first to see the Antares. He then steered for the Antares and passed about 200 yards from her, and having seen the extent of the damage the Antares had sustained, he ordered the boat back, took two men on board, and told the mate who was in the boat and the two other men to go back and fetch the remainder of the crew of the Antares and the captain. When the boat of the Antares reached the ship, this deponent (the captain) ordered another sounding to be taken, which was done, and it was found that there were 3½ feet of water in the hold. This deponent (the captain) then ordered the remainder of the crew into the boat, and when they all had entered, he joined them and they boarded the Augusta at about eight o'clock in the morning, it being impossible to save the Antares or her cargo, or any part thereof, or the clothes belonging to these deponents, and the rest of the crew of the Antares, and it became necessary to abandon her in order to save the lives of these deponents and the rest of the crew. The Augusta then sailed for her destination, and these deponents arrived in Bombay on board the Augusta on the 16th March 1873.

The following evidence was then taken:—

Auguste Leloup—I was captain of the French barque Antares. She was 349 tons 14 cwts. I was going from Callao to Havannah with 454 tons of guano. She was in perfectly navigable state as per certificate I possess. She was 17 years old, and had been repaired thoroughly at Marseilles in 1870. On that voyage we met with the Augusta. On the 10th and 11th of December, at about 2-40 A.M., lat. 20 south, long 32-35 west, we were on the starboard tack close hauled wind E N E. The ship's course was N half W about 5 degrees west. It was a fine moonlight night. My lights were in position. I had a red light on the port side and a green one on the starboard. There was the usual number of men on watch—half the crew. The officer of the watch was the chief mate, Botvelle. When we first saw the Augusta she was about a mile off. I was on deck soon after she was first seen. I saw the Augusta's green light. I could see that the Augusta was trying to pass ahead of me. She was going S. E. by E. half E., the wind being E N E, She continued visible—there was simply a slight cloud there was no darkness as has been described. I saw her the whole of the time that I was on deck. When the Augusta tried to pass before me and when she found she could not do so, he changed his course. When he got close to me he veered round; as he could not wear her me, he fell on me. He brought his head more sout h. In order to follow the proper course I buffed; that was when he was about a hundred yards from me. I did so before he altered his course. When I buffed, it was as possible for the American ship to avoid a collision with out altering her course. As I buffed the Augusta changed her course. I buffed to avoid the collision. I followed the direction in articles 12 and 19. Under the 19th article I was right in buffing to avoid an immediate collision. My vessel was going at the rate of about five knots an hour before I buffed. The American was two points free. We were close hauled. My vessel went about 3½ knots after I buffed, and she continued to go at that rate up to the time of the collision. A minute or two after that, I think, the collision took place. She struck us between the main and mizen mast. She struck us rather obliquely. The side of the Antares was broken down to the second layer of copper. The mizen mast was cut down to a level with the deck, and the beams of the upper deck were also broken. Thinking that the ship was sinking, we all got into the boats. The two ships were attached to each other. I was in the fore rigging and got from there into the Augusta. I returned to my own ship about five minutes after. While I was on board the Augusta, I saw the chief officer, who struck me. I found out his name. When I returned to my ship I commenced to cut away the rigging which was entangled with the Augusta's. After about three-quarters of an hour we got free. I took soundings, and found that there was one foot of water in the hold. A quarter of an hour after I found one foot two inches of water. It was after the men had been at the pumps for that time that I found the water was gaining on us. We sent a boat on board the American ship to ask whether he intended to take us on board. I had the small hatches opened and saw that she was completely open. This was before I sent the boat. I took the advice of the crew, and they all agreed that the ship must be abandoned. At this time the Augusta was about a quarter of a mile off. She continued on her course, and the boat returned to the ship. I sent five men on board the Augusta and six remained on board. At this time the Augusta was about two miles away. The boat reached her because the wind fell off. When the boat reached the Augusta she veered round and passed us within about 200 yards. The captain ordered my boat to return to my ship, but before she reached the ship the captain of the Augusta recalled her. He kept three men on board the Augusta and sent to fetch us on board the Augusta. When the boat came I found that there were 3½ feet of water in the hold. We took one or two things with us in the boat, but we could not take many, as the boat was so small. I saw the ship's log, and also two chronometers. I did not see the Augusta's red light either before or after the collision. The Augusta was not fully manned. She carried 21 men, of whom six were boys. My crew assisted to work the ship. The collision took place about fifty miles from Trinidad.

(To be continued.)

CRICKET.

ST. XAVIER'S V. "YOUNG MARS."

THIS match came off on the 22nd instant. The "Young Mars" having won the toss, sent their opponents to the wickets, and disposed of them for the decent score of 86 runs. Messrs. Spillane, Coen and McGarry were the chief scorers. The "Young Mars," in turn, handled the willow. Mr. Rustomjee and Mr. Dossbhoy Ardaseer played a careful innings. When time was called, eight wickets were down for 91 runs. On Thursday afternoon the innings was completed, the "Young Mars" making a total of 99 runs, being 13 runs ahead of St. Xavier's. St. Xavier's again took their innings. Messrs. Spillane, O'Connell, and Mangan got hold of the bowling, which was somewhat loose, and punished. Mr. Spillane played a very steady innings of 25 runs and made the best hit of the day for 8 runs. The last wicket fell for 178 runs. The "Young Mars" had 80 runs to beat, but they soon succumbed to the Collegians, who won an easy victory.

ST. XAVIER'S.	1st Innings.		2nd Innings.	
McGarry	c Rustomjee	11	b Gimee	2
Mangan	b Poucha	0	b Chinoy	11
Spillane	not out	23	b Chinoy	25
Malcolm	b Poucha	0	b Gimee	2
McInerny	c Poucha	5	c Rustomjee	8
E. Coen	b Chinoy	27	b Chinoy	5
Noel	b Chinoy	3	not out	0
Hogan	b Poucha	1	c Chinoy	9
O'Connell	run out	7	b Gimee	10
W. Coen	b Poucha	0	run out	1
Doran	b Poucha	0	c Rustomjee	2
	Byes	9	Byes	12
			Wides	3
			L. Byes	2
Total		86		92
				86
Grand Total				178

"YOUNG MARS."				
Dharokhanawalla	b McGarry	11	c Malcolm	7
Readymoney	b Coen	0	c Malcolm	3
Gimee	b McGarry	13	not out	0
Ghundevia	c E. Coen	11	b Duncan	8
Rustomjee	c McInerny	34	b Duncan	2
Chinoy	b McGarry	4	b Duncan	2
Curseetjee	b McGarry	6	run out	7
Dossbhoy	b McGarry	13	b McGarry	0
Billimoria	b McGarry	10	b McGarry	11
Jeejeebhoy	not out	5	b McGarry	4
Pestonjee	b W Coen	0	run out	0
	Byes	15		1
	Wides	4		3
Total		99		49
				99
Grand Total				148

ADEN NEWS REPORT.

(FROM 5TH TO 10TH APRIL.)

UPWARDS of fifteen feet of water have been collected in the large Coghlan tank from the recent rain-fall.

H. M. S. Daphne arrived from Ras-Huffoon on the 7th and sailed again on the 9th April for the Seychelles. The Daphne accompanied the Enchantress as far as Ras-Huffoon, where they parted company, the latter bound for Macalla and Muscat.

No less than 87 vessels touched at Aden during the month of March. This is the largest number that has ever entered the harbour in a single month.

There is no news of interest from the interior to communicate.

J. W. SCHNEIDER, Brigadier-General,
Political Resident.

MUSCAT NEWS REPORT.

(FROM 29TH MARCH TO 12TH APRIL.)

Dated Muscat, Political Agency and Consulate, 12th April.

SEVERAL petty Sheikhs and their followers of the Beni Hassan and Beni Rasib tribes of Bedouins have arrived at Muscat on a visit to His Highness Seyyid Toorkee in the expectation of receiving presents.

H. M. S. Vulture arrived at Muscat from Busreh and Bushire on the 3rd instant.

A fire occurred at the neighbouring town of Muttra a few days ago, in which a number of cutcha houses were burnt down.

The weather continues cool and pleasant with strong winds prevailing.

S. B. MILES, Capt.,
Acting Political Agent and Consul, Muscat.

MARAVILLA COCOA.—TAYLOR BROTHERS (the largest Manufacturers of Cocoa in Europe), having the exclusive supply of this unrivalled Cocoa, invite comparison with any other Cocoa for Purity—fine Aroma—Sanative, Nutritive and Sustaining Power—Easiness of Digestion—and especially high delicious flavour. One trial will establish it as a favourite Beverage for breakfast, luncheon, and a Soothing Refreshment after a late evening. N.B. Caution—"MARAVILLA" is a registered Trade Mark.

MARAVILLA COCOA.—The *Globe* says, "TAYLOR BROTHERS' Maravilla Cocoa has achieved a thorough success, and supersedes every other Cocoa in the market. Entire solubility, a delicate aroma, and a rare concentration of the purest elements of nutrition, distinguish the Maravilla Cocoa above all others. For Invalids and Dyspeptics, we could not recommend a more agreeable or valuable beverage." For further favourable opinions vide *Standard, Morning Post, British Medical Journal, &c., &c.*

HOMŒOPATHIC COCOA.—This original preparation, which has attained such a world-wide reputation, is manufactured by TAYLOR BROTHERS, under the ablest homœopathic advice, aided by the skill and experience of the inventors, and will be found to combine in an eminent degree the purity, fine aroma, and nutritious property of the fresh nut.

SOLUBLE CHOCOLATE, made in one minute without boiling. The above articles are prepared exclusively by TAYLOR BROTHERS, the largest manufacturers in Europe, and sold in tin-lined packets only by Storekeepers and others all over the world. Steam Mills, Brick Lane, London. Export Chicory Mills, Bruges, Belgium.

INDIAN ITEMS.

THE RAWUL PINDEE SKY RACES took place on the 14th and 15th instant, and went off very successfully.

THE CALCUTTA OPERA.—Subscribers to the Opera will be glad to know that the arrangements for next season are progressing most satisfactorily, and that there is every prospect of the Company being a good and strong one.—*Englishman.*

THE LAHORE BEEF CASE.—Rather a sensation was occasioned in the Chief Court, during their sitting on Wednesday. Mr. J. B. Mullins, of beef notoriety, was present in Court, and with, we think, questionable taste, after some time, seated himself at the table reserved for the members of the Chief Court bar. Mr. Justice Campbell noticing Mr. Mullins informed him that he had no business to sit where he had taken up his position, as he had been turned out of the bar, for professional misconduct and therefore had no right to take his seat amongst its members. Mr. Mullins accordingly got up and left the Court.—*Indian Public Opinion.*

A EUROPEAN AND NATIVE ROW IN MADRAS.—On Sunday last two Artillerymen went up to Cassemode to get some sweet toddy. A native named Shunmoogum, who appeared to have been indulging himself rather freely with toddy, asked one of the Artillerymen for a cigar and the latter gave him one. The native appeared not to like the cigar and after making some ugly remarks on its quality asked him to fight. The Artilleryman at once accepted the challenge and bled his antagonist. Several natives then went up to the assistance of their countryman and commenced to pelt stones at the Europeans. There was a general row, and the police, receiving information, came up to the spot and quelled the disturbance. The Artillerymen were taken to the Fort and Shunmoogum to the Monegar Choultry.—*Madras Athenæum.*

THE RAJAH OF CHUMBA.—We learn from a reliable correspondent, that the Rajah of Chumba has returned to his capital. In his sudden flight he came only as far as Batree, one march out, and there finding himself unpursued, and his plans otherwise defeated, he took fright and slunk back after a few days about as stealthily as he left. As had been believed, he had no intention of visiting Lahore, but having previously made arrangements to meet his mistresses on the borders of the Jamoo territory, his object apparently was to take them back to Chumba under his own personal guardianship; but the vigilance of Colonel McAndrew was too sharp for him. The flight of the women from Pathankote having become known, they were followed up across the Ravee by the police, and are now under the surveillance of the Jamoo authorities. It seems the lecherous young Rajah threatened, in the event of his being caught in his flight at the bridge, to throw himself into the river. The Rajah of Chumba has tendered a letter which has been conditionally accepted, abdicating the guddee he has briefly occupied, with so little credit to himself or to any who took any part in placing him there, in favour of his eldest son, a child of seven or eight years.

A NOVEL CARRYING SYSTEM.

THE Government Bullock Train has developed a new system of ensuring a profit, which can be safely commended to the notice of all carrying companies. It will not receive a parcel for conveyance from Simla to any station beyond Umballa, under a weight of 14 seers. Packages under that weight are rejected with as great nicety as light sovereigns in the weighing department of the London Mint. To prevent such rejection in the case of the Government Bullock Train, senders of goods from Simla now make up their parcels to the necessary weight by adding stones. We lately heard of a parcel weighing about two seers being refused on account of its being under fourteen seers. The articles were then placed by the sender in a larger box, and the spare space filled up with stones until the requisite weight was attained. The receiver wrote to ask if the sender was mad, as he had received a case of stones, amongst which he had accidently discoverd the goods he had ordered. The sender however was wise in his generation, and if all who have to despatch parcels by Government Bullock train follow his example, they may rely on getting their goods received and delivered, and have the satisfaction of knowing that they are helping Government to make a surplus.—*Civil and Military Gazette.*

SIMLA.

Now that all the great men of the Executive Council have arrived at the Mountain, we hope that the question of whether Simla is, or is not to be the usual hot weather retreat of the Government will soon be decided. If this be in the affirmative, some steps ought to be at once taken to arrange for a concentration of the different offices which are now scattered all over the place. The disadvantages of having part of the offices at Boileaungnge—part in Burra Simla—part in Chota Simla—one on Jakko, &c., are not only [illegible] considerations in these times of energy and economy. The Military Offices under the Commander-in-Chief are nearly all under one roof, or at least close together, and we do not understand why a similar arrangement could not be made regarding the offices under the Government of India. At present the sum paid in rents for wretched detached houses is very large, and is likely to increase as rents are rising. If there is a difficulty in finding any private site on which public offices could be built, could not some of the dirty obstructive houses in the Main Bazaar be cleared away to leave a site? We are however, informed that good and convenient sites are to be had, and that offers to build Government Offices thereon have been tendered, but that no decision can be come to on the vital question of, whether Simla is to be, or is not to be the annual summer retreat of the Governor-General and Heads of Departments.—*Civil and Military Gazette.*

HOW THE VERNACULARS ARE TAUGHT IN OUR SCHOOLS.

THOSE who bear in mind the fact that at least one of the vernaculars is taught in most of our public schools, must find some difficulty in accounting for the small degree of proficiency attained in that branch of education; and those who are parents or guardians paying for the instruction of one or more boys, must often feel dissatisfied when they find that after four or five years learning their wards have made scarcely any progress in the vernaculars, and are, perhaps, unable to read the easiest sentences with any thing like fluency, or, what is hardly better, cannot give the sense of what they read. The reason of this may be easily discovered by examining the system upon which the native languages are taught, and we cannot better do this than by entering a class room, and watching how the work is usually conducted. Let us do this without more words.

The first thing that strikes one on entering is the thoroughly disrespectful, indecorous demeanour of the students, and the air of inattention that pervades the whole place. Thus, at the very outset our minds are filled with doubts respecting the efficiency of the teaching. We find some lads seated with their legs stretched on the floor to their utmost, yawning in the most sleepy manner, and looking everywhere but on their books or at the moonshee. Some again are resting their heads upon the shoulders of their nearest companions, and carrying on brisk tete-a-tetes which have no reference to the lesson in hand. Others are amusing themselves with their slates by executing a series of cartoons supposed to represent their teacher in a variety of awkward and ludicrous situations. Hardly a single boy seems to have any regard for the master, or for what he is saying. Even the lad who is reading to the teacher accompanies the pronunciation of each word with ugly contortions of the mouth, leaving the master to attribute them to the difficulty the reader finds in the vernacular orthoepy, while, by sundry meaning winks he secretly informs his fellows that he is having what he would call a "*rise.*" The countenance of the dusky Dominie wears a remarkably troubled aspect for its owner does not appear to be at his ease; but rather struggling to assume an air of dignity and composure,—with very little success.

Presently, the noise made by the boys becomes too palpable to be passed over without a call to order from the timid teacher; and accordingly summons up his courage, and assuming an authoritative tone, he addresses the first boy on whom his eyes rest; when the following dialogue ensues between the two:—Moonshee, "Here Tomson, stood it on the bench."—Thomson, jumping to his legs with an air of mock surprise, and imitating moonshee,—"Why Moonshee? What for I must stood it? Moonshee hesitatingly—"Why for you make so much noise."—Thomson, seeing the advantage of his position, and looking round with apparent consternation, and an air of injured innocence,"—I moonshee! when did I make a noise?"—Moonshee, conciliated by the defaulter's submissive tone, "Better mind yourself; I will make it rupport to the Principal." Thomson falls back into his seat with a triumphant look at his class-mates, who show their appreciation of the joke, by giving vent to a series of applausive "hems," which burst into forced coughs on the moonshee's turning round. Of course the teacher is perfectly aware of the intended deception; but seeing that the number of the delinquents is large enough to support the hypothesis that there is sufficient united strength to render it probable they may call him to account after school hours, he lets them off unpunished, pretending he believed the coughing to be natural, and therefore irrepressible. And the lesson is resumed in the following manner. Moonshee—"Go you, Jones, read it your lesson."—Jones struggles through two or three sentences, and pauses to ask the meaning of a word which he already understands thoroughly. Moonshee—"That is phrawns (prawns)."—Jones—"Phrawns, moonshee? what is ph-r-r-rawns?"—Moonshee, hestily, "What! you don't know phrawns? It is fish."—Jones "Fish?—a large fish, like a whale?"—Moonshee "No, no, not whale; phrawns is long fish, like big worm."—Jones. "Ho, Ho, I see; it means an eel!" The moonshee has not heard the word before; so he splits the difference by saying. It is like-like,—what you call it?"—Jones—"Eel, moonshee, Eel"—Moonshee. "Hah! Eel! Phrawns is just like eel. Write it on the board."—Jones, taking advantage of the equivocal "it," writes the whole sentence as delivered by the moonshee—"Phrawns is just like eel." The ludicrous circumstance excites the mirth of the whole class; and the benches shake again with the convulsed laughter of the boys. By this time the bell has rung, and the disconcerted moonshee takes the first opportunity of making his exit, leaving his pupils as wise as he found them,—not a bit benefited by the instruction imparted.

This picture is not meant for a caricature; it is not overdrawn in the slightest degree; and all who have any acquaintance with the matter will at once recognise it as a fair representation of the truth. All who understand the characters of the natives of this country will be able to explain the cause of all this mismanagement. They will know that the native can never discharge the office of schoolmaster, till he can change his timid nature, and obtain a consciousness of his own dignity.—*Madras Times.*

THE STEAM SHIPPING TRADE.

AFTER a mild winter, during which there has been very little interruption of the navigation to the lower Baltic ports, the season may now be considered open, although, of course, it will take some little time yet before the Russian rivers get clear of the ice. The prospects of employment for steamers, however, are by no means bright, and the rates offering for spring shipment of grain and other produce are so low, that very few engagements have been entered into. With the great increase in the price of fuel, which during the last 18 months has risen more than 100 per cent., and at the present moment is actually 50 per cent. higher than March last year, many owners have preferred laying up their ships, and wait the turn of the tide, instead of sailing them without profit or even with a loss. From the Mediterranean, the Black Sea, the Danube, and Alexandria the rates are also very low, but the outward freights are fairly maintained. The ore cargoes form a principal part of the homeward employment, particularly from Spain, and, owing to the continued demand for this article, rates have been well supported. The competition amongst the steamers loading on the berth for India has been as great as ever, and goods have been shipped at very low rates; nor is the homeward employment sufficiently remunerative to make up for the freights paid out. The Suez Canal does remain meanwhile unaltered, nor does it appear as if any reduction were near at hand, as the Turkish and Egyptian Governments seem determined not to acknowledge the competency of foreign tribunals in the affairs of the company. Time charters have become scarce, except for ships of small tonnage, which still demand good rates. Notwithstanding the dull state of the freight market a fair number of sales have taken place, mostly of new ships, which have obtained full prices. The demand for the larger ships has to some extent come from China and Japan, where several new companies have been formed, and the smaller steamers have mostly gone to the Continent. Ships of medium size, *i.e.*, of 1,000 to 1,500 tons capacity, are freely offering without finding purchasers, except at a considerable reduction in price. The greater number of steamers built last year for general trading were of that size, whereas the large ships suitable for Transatlantic trade were ordered for established lines, and only very few built on speculation. Second-hand ships, with engines on the old principle, can only be disposed of at very low prices. According to the lately published official returns of steamers built during the past year in the United Kingdom, the number amounts to 635 ships, of 416,000 tons, whereas in 1871, 537 ships, of 333,800 tons, were constructed, showing an increase of 85,000 tons. Of the steamers built in 1872, 277, of 113,700 tons, were for foreign account. In addition to the above large fleet, there were still under construction on 31st December, 1872, 417 ships, of 410,500 tons, which shows how fully the builders are still employed; but, unless trade developes in proportion, there is every reason to believe that the market will be glutted with ships, and, in spite of the high rates of raw material, the prices must come down. It is true that there have also been serious losses during the almost unprecedented boisterous autumn and winter months, but still they are small in comparison with the new ships built. In addition to the large number of steamers built in the United Kingdom, a small fleet has also been constructed in Sweden, Norway, Denmark, and Germany, and, being rather cheaper navigated than the British ships, they have become great competitors, more particularly in the Baltic trade.—*C. Mower's Circular*, April 1.

PICKINGS FROM PUNCH

OF APRIL 5.

FRENCH PROVERB.

Telle est la vie, or *Baga-tene est la vie.*

TO ALMANACK-MAKERS.

Can a year remarkable for its hideous fashions be remembered as a year of grace?

THE FORCE OF EXAMPLE.

"Now, Jessie, say your prayers like a good little girl!"
"Mamma, dear, I why mayn't I kneel down and hold *my tongue*, as papa does?"

HORTICULTURE AND BYRON.

"As you have made your bed, so you must lie upon it."
"I shan't," replied the youthful bridegroom, to whom this observation was addressed by an aged relative. "I'm a gardener."

ON THE SQUARE.

"An American," says the *New York Herald*, "has discovered the means of squaring a circle." We might doubt this, but that Americans are thought to have squared a tringle—not far from the Lake of Geneva.

WRONGFUL IMPRESSION.

"You are wrong, my dear Simpletonius, in supposing the Irish to be cannibals from the mere fact of their having 'the broth of a boy' so frequently in their mouths." * * Extract from some elegant correspondence.

A PROFESSIONAL REMONSTRANCE.

Temple Blackstone, whose briefs are not overwhelming, grumbles at being obliged to mix coke with his Wallsend; but the aggravation of short weight in his last supply of coal has forced from him the indignant commentary that coke is bad enough, but coke upon little-ton is beyond all endurance.

AGED, BUT AFFABLE.

A lady asked Mr. Scrudgells if he liked children. "Don't know, ma'am," answered that crabbed old gentleman; "never tried 'em: am not an ogre." On another occasion, Scrudgells remarked that infants were not innocents. "Quite the reverse," said Scrudgells. "A baby is a crying evil."

"A JOB'S COMFORTER.

Irish ex-Major.—"So, me boy, you're going to India? Unhealthy place, you know! The last station I was at, coff'ns were issued with annual clothin' to the men, and kept as necessaries in store; and bedad, I had a friend who was on firing party over a man of his company in the morning, and who fired over himself in the evening, sor!!!"

CIRCUITOUS.

Passenger.—"Quite the sort of weather for your business, these April showers, I suppose?"
Red-faced Driver—"No, sir, gi' me fair weather; 'cause if ain't fair, no one gets up outside, and if there ain't no one to get up outside, there ain't no one to say 'Coachman, get yourself something warm to drink!'"

A SMARTH YOUTH.

Cousin Millicent (with somethered indignation)—"Go-bye, Robert! And since it seems you found nothing fitter than my favourite bit of Japanese enamel to drop your cigar ashes in, last night, perhaps you'll accept it as a gift! It has no further value for *me*, after such desecration!"

Cousin Robert—"Tha-anks, Millicent! And if *that's* the way articles of priceless value are disposed of in *your* branch of the family, I can only regret I didn't make an ash-pan of your *hand!*"

EAGLE AND GOOSE.

It seems to be a question whether the United States Government will allow the "Three Rules" under which the Geneva Award was given against us to the amount of between £23,000,000 and £4,000,000 to bind them, prospectively, in the same sense as that in which we consented to let it retrospectively bind us, so letting ourselves in for payment of all that money. But the money is not paid yet; or, at least, if it is not, my Lords of the Treasury, had you not better wait before you do pay it, until you know whether or not the Yankees mean to agree that what has been sauce for the British goose shall, in like circumstances, be held and taken to be condiment also for the American eagle?

A DEPLORABLE SCEPTIC.

Sairey Gamp—"Quite right to refuge the money, my precious Bobsey, but I was sorry to read your languidge to that dear Lord Stanhope about Troy, and Achilles, and Ajax, which it's well beknown I studies 'im day and night."

Bobsey Prig—"Bother your 'Omers, and your Achillesses and your Troys! I don't believe as there was ever no such persons!"

["Mr. Lowe's refusal to subsidise a pilgrimage for discovering the graves of Achilles and Hectors, betrayed a deep and deplorable scepticism as to the historical accuracy of Homer."—*Times.*

THE FOLLOWING
IS AN
EXTRACT FROM A LETTER

dated 15th May, 1872, from an old inhabitant of Horningsham, near Westminster, Wilts:—

"I must also beg to say that your Pills are an excellent Medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.

Remaining, Gentlemen, yours very respectfully,
To the Proprietors of L.S.
NORTON'S CAMOMILE PILLS, London.'

BANKS.

DEUTSCHE NATIONAL BANK,
BREMEN.
CAPITAL—15,000,000 Ths. (£2,250,000 STERLING).

LONDON BANKERS.
ANGLO-AUSTRIAN BANK: J. HENRY SCHROEDER & Co.

The Bank draws Bills of Exchange on their Head Office in Bremen and on their London Bankers, and purchases approved Bills on the Continent and Great Britain at the best current rates of the day.

VOLKART BROTHERS,
Agents in Bombay.

COMPTOIR D'ESCOMPTE DE PARIS.

HEAD OFFICE:
PARIS.

SUBSCRIBED and PAID-UP CAPITAL £8,900,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT ACCOUNTS.

INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances.

DEPOSIT ACCOUNTS.

Our Rates of Interest on Deposit Accounts will be as follows until further notice:—

At 7 days' notice..2½ per cent. per annum. } For amounts above
" 14 " " ...2½ " " } Rs. 500 and not ex-
" 21 " " ...3 " " } ceeding Rs. One Lac.

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

14, Rampart Row.

AGRA BANK, LIMITED.

CAPITAL—£1,000,000.

HEAD OFFICE—NICHOLAS LANE, LOMBARD STREET, LONDON, E.C.

BRANCHES.
Edinburgh, Bombay, Calcutta, Madras, Kurrachee, Agra, Lahore, and Shanghai.

LONDON BANKERS:
THE BANK OF ENGLAND.
MESSRS. GLYN, MILLS, CURRIE & Co.
THE NATIONAL BANK OF SCOTLAND.

CURRENT ACCOUNTS.

INTEREST is allowed at 2 per cent. per annum on the minimum monthly balance up to Rs. 1,00,000. Should the balance fall below Rs. 1,000 at any time during the half-year, no interest will be allowed.

FIXED DEPOSITS.

The Bank receives Deposits for Fixed Periods and allows Interest thereon on the following terms, viz.:—
Subject to 3 months' notice of withdrawal...3 per cent. per annum.
Do. 6 do. do. do. ...4 " "
Do. 12 do. do. do. ...4½ " "

All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank, Limited, or order.

FRED. T. ATKINS,
Bombay, 10th March 1873. Officiating Manager.

HOTEL.

ALEXANDRA HOTEL, MATHERAN.—MR. J. C. PINTO, the Proprietor, begs to inform the Public that the above Hotel, so well known for its excellent accommodation, is now OPEN for VISITORS. There are three separate Bungalows attached to the Hotel, well adapted for Families. Superior articles are supplied at moderate Prices, and every care is taken for the comfort of the Visitors. The Hotel is well situated, occupies a central position and nearest to the station, and is in a breezy locality, under the shade of large trees, which diminish the glare and keep the extensive compound always fresh and cool. Mr. Pinto has also some houses to Let and undertakes to look after Bungalows on the Hill at a charge of Rs.